

RECOMMENDATION NO. 1  
PUBLIC HEARING – SANTA MONICA COLLEGE CAREER AND EDUCATIONAL  
FACILITIES MASTER PLAN 2010 UPDATE

It is recommended that the Board of Trustees move to conduct a public hearing to receive input from the public on the Santa Monica College Career and Educational Facilities Master Plan 2010 Update and related environmental studies.

Project Description

The Master Plan 2010 Update Project proposes building renovation, new construction, and building demolition on the 41.4-acre Main Campus, the 3.5-acre Academy of Entertainment and Technology Campus, the 2.4-acre Olympic shuttle lot, and the 4.5-acre Performing Arts Campus. The 2010 Master Plan additionally incorporates existing facilities and planned improvements already approved by the Board of Trustees at these campuses and at the Bundy Campus, Airport Arts Campus, and Emeritus College.

The Project provides for the orderly implementation of capital improvements as identified in Measure AA, a local bond measure approved by the voters of the District in November 2008; the final phase of a modernization program of new and renovated facilities on the Main Campus; the consolidation of related digital media programs in new and renovated facilities on the Academy of Entertainment and Technology Campus; the seismic repair and expansion of facilities at the Performing Arts Campus; related parking improvements; related circulation improvements; related landscaping and open space elements; general site improvements; and the long-range development planning for the Olympic Shuttle site.

Project Objectives

The primary objective of the Master Plan 2010 Update Project is to update the 1998 Master Plan goals and policies with respect to planning, acquiring, modernizing, improving, developing, and maintaining SMC property, facilities, and equipment to provide the best possible educational environment and promote the incorporation of sustainable resources.

The purposes of the Master Plan 2010 Update are to identify long-term planning goals for SMC facilities that will assist the District in preparing students for the jobs of the 21st century and competing in a global economy, including the teaching of math, science, technology, and arts; to identify program improvements for specific projects; and to obtain necessary project-specific approvals.

Environmental Impact Report

The Santa Monica Community College District acted as the lead agency in preparing an environmental impact report (EIR) for the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project. A notice to solicit public comments and conduct a public scoping meeting was sent to all households within the City of Santa Monica in September 2009. The Draft EIR was circulated for a 45-day period starting on April 21, 2010 and ending on June 4, 2010. The Draft EIR was available to the public via the College's official website, copies of the Draft EIR were available for public review at SMC's administrative offices during normal business hours, and notices were published multiple times in the Santa Monica Daily Press. Interested parties, organizations and individuals were invited to provide written comments to the District with respect to the adequacy and

completeness of the EIR as part of the California Environmental Quality Act (CEQA) review process. Comments and responses to comments are provided in the Final EIR, prepared July 15, 2010.

Staff Report

Additional background and discussion of the Project is provided in the staff report accompanying this item, along with illustrations regarding a replacement Corsair Stadium (Appendix A).

## RECOMMENDATION NO. 2

### A RESOLUTION OF THE BOARD OF TRUSTEES OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE SANTA MONICA COLLEGE FACILITIES MASTER PLAN 2010 UPDATE PROJECT

It is recommended that the Board of Trustees adopt the following resolution certifying the Final Environmental Impact Report on the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project.

WHEREAS, a Notice of Preparation was filed with the Los Angeles County Clerk on September 24, 2009 and distributed to involved public agencies and interested parties for a 30-day public review period that concluded on October 26, 2009; and

WHEREAS, a Notice of Completion and Public Availability of a Draft Environmental Impact Report (EIR) was published on April 21, 2010; and

WHEREAS, the Draft EIR was circulated for a 45-day period that concluded on June 4, 2010; and

WHEREAS, on July 15, 2010, the Final EIR was published; and

WHEREAS, a copy of the Final EIR was provided to all public agencies that submitted comments on the Draft EIR at least 10 days prior to certifying the Final EIR; and

WHEREAS, on August 3, 2010, the Board of Trustees, as the Lead Agency pursuant to State CEQA Guidelines Section 15051(a), has reviewed and considered the Final EIR in full compliance with State and Santa Monica College CEQA Guidelines.

NOW, THEREFORE, THE BOARD OF TRUSTEES OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Board of Trustees has reviewed and considered the information contained in the Final Environmental Impact Report on the Santa Monica College Facilities Master Plan 2010 Update Project prior to acting on the project.

SECTION 2. The Board of Trustees certifies that the Final EIR for the project was presented to the Board of Trustees, that the Final EIR was completed in full compliance with CEQA and the State and College CEQA Guidelines, that there was adequate public review of the Draft Environmental Impact Report, that the Board of Trustees has considered all comments on the Draft Environmental Impact Report and responses to comments, that the Final Environmental Impact Report adequately discusses all significant environmental issues, and that the Final Environmental Impact Report reflects the independent judgment and analysis of the College.

### RECOMMENDATION NO. 3

#### A RESOLUTION OF THE BOARD OF TRUSTEES OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT MAKING FINDINGS NECESSARY TO APPROVE THE SANTA MONICA COLLEGE CAREER AND EDUCATIONAL FACILITIES MASTER PLAN 2010 UPDATE PROJECT, ADOPTING STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPTING A MITIGATION MONITORING PLAN, AND APPROVING THE SANTA MONICA COLLEGE CAREER AND EDUCATIONAL FACILITIES MASTER PLAN 2010 UPDATE

It is recommended that the Board of Trustees adopt the following resolution making CEQA findings necessary to approve the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project, adopting a statement of overriding considerations, adopting a mitigating monitoring plan, and approving the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project:

WHEREAS, an Environmental Impact Report was prepared which analyzes the environmental effects of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project; and

WHEREAS, the Board of Trustees of the Santa Monica Community College District, as the Lead Agency pursuant to State CEQA Guidelines Section 15051(a), reviewed the Final Environmental Impact Report in full compliance with the California Environmental Quality Act ("CEQA") and the State and Santa Monica College CEQA Guidelines; and

WHEREAS, on August 3, 2010, the Board of Trustees certified that the Final Environmental Impact Report was prepared in full compliance with CEQA and the State and Santa Monica College CEQA Guidelines.

NOW, THEREFORE, THE BOARD OF TRUSTEES OF THE SANTA MONICA COMMUNITY COLLEGE DISTRICT DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Section 15128 of the State CEQA Guidelines, the Initial Study/Notice of Preparation incorporated herein by reference determined that the following environmental impacts were not considered potentially significant and were not addressed in the Final EIR: biological resources and cultural resources.

SECTION 2. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, the Board of Trustees finds that most impacts resulting from the Project can be reduced to a level that is less than significant. More specifically, significant environmental effects, as identified in this Section below, can feasibly be eliminated or substantially reduced to below a level of significance. However, significant adverse environmental effects in the areas of traffic and transportation cannot feasibly be avoided or mitigated below a level of significance. Nevertheless, in accordance with Section 15093 of the State CEQA Guidelines, these impacts are found to be acceptable due to overriding considerations as discussed in Section 6 below.

(a) The Final EIR determined that without mitigation, the Project could have a potentially significant effect on aesthetics. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Section IV.B of the Final EIR, incorporated herein by reference, the Board of

Trustees finds that the following mitigation measures have been required in the Project that will mitigate or reduce the Project's impact on aesthetics to below a level of significance:

1. A Campus Lighting Plan shall be developed to ensure that lighting provided throughout the SMC Campus system minimizes the extent of spillover onto adjacent properties.
2. All new structures shall be constructed of glare-reducing materials that minimize glare impacts on motorists and other persons on and offsite.

(b) The Final EIR determined that without mitigation, the Project could have a potentially significant effect due to hazards and hazardous materials. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in Section IV.D of the Final EIR, incorporated herein by reference, the Board of Trustees finds that the following mitigation measures have been required in the Project that will mitigate or reduce the Project's hazards and hazardous materials impacts to below a level of significance:

1. Prior to the issuance of a demolition permit, a letter shall be obtained by the SMC Office of Facilities Planning from a qualified asbestos abatement and lead-based paint consultant stating that no ACMs or LBPs are present in the structures. If ACMs or LBPs are found to be present, such materials will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations.
2. If contaminated soils are encountered during Project construction, the District shall prepare and implement a Soil Management Plan (SMP), as required by the Division of the State Architect and in accordance with an approved Memorandum of Agreement between the Applicant and the RWQCB.
3. Prior to commencement of construction at either site, the soils beneath all proposed structures at the AET and Olympic Shuttle lot, respectively, shall be independently analyzed by a qualified engineer, who shall investigate and record detectable methane levels and recommend appropriate measures to prevent or retard potential methane gas seepage into the proposed buildings. If warranted, all commercial, industrial, and institutional buildings shall be constructed with an approved Methane Control System, with a vent system and gas-detection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.

(c) The Final EIR determined that without mitigation, the Project could have a potentially significant effect due to noise/vibration. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in the Final EIR at Section IV.G, incorporated herein by reference, the Board of Trustees finds that the following mitigation measures have been required of the Project, which will mitigate or reduce the Project's noise/vibration impacts to below a level of significance:

1. Pursuant to Section 4.12.110 of the Santa Monica Municipal Code, no demolition of buildings, excavation/grading or construction activity is permitted before 8:00 a.m. or after 6:00 p.m. on Monday through Friday, before 9:00 a.m. or after 5:00 p.m. on Saturday, all day on Sunday, and on all national holidays.

2. Pursuant to Santa Monica Municipal Code Section 4.12.110(d), any construction activities that exceed an 80 dBA equivalent noise level shall occur between the hours of 10:00 a.m. and 3:00 p.m., Monday through Friday.
3. Prior to construction, the contractor shall submit a list of equipment and activities required during construction to the SMC Office of Facilities Planning.
4. All construction equipment shall be in proper operating condition and fitted with standard factory noise attenuation features.
5. Sound blankets shall be used on all construction equipment where technically feasible.
6. A construction relations officer shall be appointed by the College to act as a liaison with neighbors and residents concerning on-site construction activity.
7. Stockpiling and vehicle staging areas shall be located away from occupied dwellings and other sensitive receptors to the extent feasible.
8. Mechanical equipment shall not be located on the side of any building which is adjacent to a residential building on the adjoining lot unless it can be shown that the noise will comply with the requirements of Santa Monica Municipal Code Section 4.12.060. Roof locations may be used when the mechanical equipment is installed within a noise attenuating structure.

(d) The Final EIR determined that without mitigation, the Project could have a potentially significant effect on geology/soils. Consistent with Sections 1405(l) and (m) of the Santa Monica College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in the Final EIR at Section IV.L, incorporated herein by reference, the Board of Trustees finds that the following mitigation measure has been required in the Project that will mitigate or reduce the Project's impacts on geology/soils to below a level of significance:

The Project shall be designed and constructed in accordance with the recommendations provided in the Project's Final Geotechnical Report for each Project Site, while shall be reviewed by the Division of the State Architect prior to construction.

(e) The Final EIR determined that without mitigation, the Project could have a potentially significant effect on neighborhood effects. Consistent with Sections 1405(l) and (m) of the College CEQA Guidelines and Sections 15091 and 15092 of the State CEQA Guidelines, and as detailed in the Final EIR at Section IV.K, incorporated herein by reference, the Board of Trustees finds that the following mitigation measures have been required in the Project that will mitigate or reduce the Project's impacts on neighborhood effects to below a level of significance:

1. Aesthetics: The mitigation measures discussed in Section 2(a) above.
2. Air Quality Emissions: The mitigation measure discussed in Section 4(a) below.
3. Hazardous Materials/Risk of Upset: The mitigation measures discussed in Section 2(b) above.
4. Land Use and Planning: Impacts would be less than significant.
5. Noise: The mitigation measures discussed in Section 2(c) above.
6. Traffic/Parking: With the implementation of the mitigation measures discussed in Section IV.J of the EIR—including the goal of ensuring that cumulative vehicular trip generation does not exceed current levels at the affected campuses in the weekday afternoon peak

hour—potentially significant traffic impacts will be reduced, but it is anticipated that there will remain significant impacts at individual intersections and street segments that cannot feasibly be avoided or fully mitigated to below a level of significance. See Section 3 below.

SECTION 3. Consistent with Sections 1405(l), (m) and (n) of the Santa Monica College CEQA Guidelines and Sections 15091, 15092 and 15093 of the State CEQA Guidelines, the Board of Trustees finds that the significant environmental effects identified below cannot feasibly be avoided or mitigated to below a level of significance. Nevertheless, their impacts are found to be acceptable due to overriding considerations as discussed in Section 6 herein.

(a) The Final EIR determined that the Project could result in significant effects on traffic and transportation. Consistent with Section 1405(l), (m) and (n) of the Santa Monica College CEQA Guidelines and as detailed in the Final EIR at Section IV.J, incorporated herein by reference, the Board of Trustees finds that the Project would result in a net increase of 5,678 daily weekday trips, including 572 weekday AM peak hour trips and 426 weekday PM peak hour trips, and a net increase of 1,410 daily weekend trips, including 141 weekend mid-day peak hour trips. The Final EIR found that the Project would result in a significant and unavoidable impact at the following 36 intersections:

The Final EIR found that the Project would result in a significant and unavoidable impact at the following 36 intersections: Lincoln at Santa Monica, Colorado, Olympic, Pico, and Ocean Park; 9th at Santa Monica; 10th at Santa Monica; 11th at Colorado; 12th at Santa Monica; Euclid at Santa Monica; 18th at Pico and at Ocean Park; 20th at Wilshire, Olympic, and Pearl; 21st at Ocean Park; 22nd at Ocean Park; 23rd at Pico, Pearl, and Ocean Park; Cloverfield at Olympic, I-10 Freeway WB Off-Ramp, and Pearl; 26th at Wilshire; Stewart at Exposition; Yale at Colorado; Centinela at Olympic East Intersection, Olympic West Intersection, Exposition, and I-10 Freeway WB Ramps; Carmelina-Centinela at Pico; Walgrove at Rose; and Bundy at Olympic, Pico, I-10 Freeway EB On-Ramp, and National.

The Final EIR found that the Project would result in a significant and unavoidable impact at the following 13 street segments: 14th, between Pico & Bay, between Pacific & Pearl, and between Pearl & Cedar; Pearl, between 16th & 17th, between 17th & SMC Main Campus Driveway, and between SMC Main Campus Driveway & 20th; 20th, between Virginia & Pico; 23rd, between Ocean Park Boulevard & Ocean Park Place South; Pennsylvania, between 26th & Stewart; Colorado, between Harvard & Stewart; Stewart, between Nebraska & Olympic; Colorado., between Stewart & Yale; and Yale, between Broadway & Colorado.

The significant impacts are based on a conservative approach with respect to the analysis of potential Project-related impacts and utilization of the thresholds of significance employed by the municipalities in which the intersections and street segments are located. Traffic impacts actually experienced due to the Project may be less than projected in the EIR.

As discussed in Section IV.J of the EIR, there are mitigation measures identified for the traffic and transportation impacts. However, even with these mitigation measures, it is likely that some locations would still experience traffic increases due to the Project that would cause traffic impacts to be deemed significant. Therefore, there are no feasible mitigation measures that would reduce all of the potential individual traffic impacts below the employed thresholds of significance. Nevertheless, the College shall implement these mitigation measures as part of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project, which consist of the following:

1. *Transportation Demand Management Association.* As part of the LUCE Update process, the City of Santa Monica has identified that a Transportation Demand Management Association (TMA) should be established for the SMC Main Campus. Santa Monica College shall participate in the establishment of a geographic-based TMA for its Main Campus by providing information and sending representatives to the TMA meetings if such a TMA is organized by the City of Santa Monica. If and when formed, the TMA is expected to provide faculty/staff, students, and visitors with resources to increase the amount of trips taken by transit, walking, bicycling, and ridesharing. This mitigation measure does not commit SMC to funding such resources.
2. *Employee Transportation Coordinator.* An Employee Transportation Coordinator (ETC) shall be designated for SMC. The ETC shall manage all aspects of this TDM program and participate in City-sponsored workshops and information roundtables. While the Project encompasses multiple sites, the ETC shall be responsible for TDM activities at all campuses.
3. *Performance Monitoring and Targets.* SMC shall seek to ensure that cumulative vehicular trip generation for the Proposed Project does not exceed current levels at the Main Campus, AET Campus, Olympic Shuttle Lot Campus, and PAC Campus. Consistent with the objectives of the City's Draft LUCE, trip generation shall be monitored during the weekday PM peak hour. SMC shall contract with a licensed traffic engineer to monitor compliance with the PM peak hour trip reduction target. A baseline PM peak hour trip generation target shall be established following completion and occupancy of the new Student Services Building by counting traffic at the driveways serving the Main Campus, AET Campus, Olympic Shuttle Lot Campus and PAC Campus. The baseline target shall be determined by summing the trip generation counted at each campus during one common hour (e.g., 5:00-6:00 PM). Thereafter, once every two years, beginning in the first full school year following the occupancy of the first building greater than 20,000 ASF constructed under this Master Plan, the traffic engineer shall conduct weekday PM peak hour monitoring counts at the SMC campus driveways and prepare a report on compliance for SMC's Board of Trustees. The traffic monitoring should generally be conducted on a mid-weekday (Tuesday, Wednesday or Thursday) in the middle of the Fall semester (e.g., October) corresponding with the methodology used in establishing the baseline. In the event that the target is not reached in a two year period, SMC shall make modifications to the TDM conditions to more effectively achieve, through reasonable and feasible measures that will not substantially increase the cost of mitigation, the performance targets herein. Should the PM peak hour trip generation target be reached in two successive reporting periods (i.e, over four years total), no additional monitoring shall be required. In no event shall the monitoring conclude prior to year 2017 (the anticipated build-out of the Master Plan).
4. *Transportation Information Centers.* SMC shall provide on-site information at its Main Campus for employees, students, and visitors about local public transit services (including bus lines, future light rail lines, bus fare programs, rideshare programs and shuttles) and bicycle facilities (including routes, rental and sales locations, on-site bicycle racks and showers [at the Main Campus only in the Physical Education building]). SMC shall also provide walking and biking maps for employees, visitors and residents, which shall include but not be limited to information about convenient local services and restaurants within walking distance of the SMC campuses. SMC shall provide information to students and employees of the campuses regarding local rental housing agencies. Such transportation information may be provided through a computer terminal



with access to the Internet, as well as through the office of the ETC located at the SMC Main Campus. Transportation information may also be maintained at the administrative offices of the SMC satellite campuses, or by directing inquires to the Main Campus of SMC web site.

5. *TDM Web Site Information.* SMC shall be required to provide transportation information in a highly visible and accessible location on the school's web site, including links to local transit providers, area walking, bicycling maps, etc., to inform employees, students and visitors of available alternative transportation modes to access the campuses and travel in the area. The web site should highlight the environmental benefits of utilization of alternative transportation modes.
6. *TDM Promotional Material.* SMC shall be required to provide and exhibit in public places informational materials on options for alternative transportation modes and opportunities. In addition, transit fare media and day/month passes will be made available to employees, students and visitors during typical business hours.
7. *Transit Welcome Package.* SMC shall provide all new students and employees of the college with a Transit Welcome Package (TWP). The TWP at a minimum will include information regarding SMC's arrangement for free or discounted use of the Big Blue Bus, area bus/rail transit route information, bicycle facilities (including routes, rental and sales locations, on-site bicycle racks, walking and biking maps), and convenient local services and restaurants within walking distance of the SMC campuses.
8. *Expanded SMC Inter-Campus Shuttle.* The existing SMC inter-campus shuttle shall be expanded to connect all SMC campuses, including the subject Main Campus, AET Campus, Olympic Shuttle Lot and PAC Campus. Additionally, the SMC Shuttle System route alignments and schedules shall be expanded in the future to connect with planned Metro Exposition Corridor Transit Project Phase 2 stations located within the City of Santa Monica (i.e. 26th Street/Olympic Boulevard Station, 17th Street/Colorado Boulevard Station and 4th Street/Colorado Boulevard Station). Such shuttle services can be provided by vehicles operated by SMC or through agreement with a public transit agency such as the Santa Monica BBB. Such expanded shuttle service shall be free or discounted to students and employees of SMC.
9. *Internet-Based/Independent Study Education.* SMC shall continue to expand its offering of internet-based and independent study classes which allows for a portion or all of the education activities to occur without students and faculty needing to be physically on-site at an SMC facility.
10. *Public Transit Passes.* To the extent feasible, SMC will continue to offer free public transit coordination with the Santa Monica BBB for all students and staff. To the extent feasible, SMC will seek to expand this benefit to other transit providers (i.e., Metro). Should the program whereby students and staff are able to use their SMC identification card for free transit be discontinued or unavailable, SMC will work with the transit agencies to make available the purchase of a transit pass at a highly discounted rate (e.g., 50 percent).
11. *Employee Pay for Parking Program.* SMC shall continue to require that employees pay for their own parking.
12. *Carpool Program for Employees.* SMC shall provide preferential parking within the parking garage for SMC employees who commute to work in employer registered carpools. An

employee who drives to work with at least one other employee to the SMC campuses may register as a carpool entitled to preferential parking within the meaning of this provision.

13. *Public Transit Stop Enhancements.* Working in cooperation with other transit agencies and the City of Santa Monica, SMC shall seek to improve existing bus stops with shelters and transit information within the immediate vicinity of the SMC campuses. Enhancements could include weather protection, lighting, benches, telephones, and trash receptacles. These improvements would be intended to make riding the bus a safer and more attractive alternative. This mitigation measure does not commit SMC to fund any particular improvements.
14. *Convenient Parking for Bicycle Riders.* SMC shall provide locations at all four campuses for convenient parking for bicycle commuters for employees working at the sites, students attending classes at the sites, and visitors to the sites. The bicycle parking will be located within the SMC campuses and/or in the public right-of-way adjacent to the commercial uses such that long-term and short-term parkers can be accommodated. For purposes of this requirement, bicycle parking may mean bicycle racks, a locked cage, or other similar parking area. SMC shall observe utilization of the bicycle parking at the Main Campus and satellite campuses each semester and, if necessary, make arrangements for additional bicycle parking if the demand for bicycle parking spaces exceeds the supply.
15. *Compressed Work Week Schedule.* When feasible, a Compressed Work Week schedule shall be offered to employees whereby their hours of employment may be scheduled in a manner which reduces trips to/from the worksite during peak hours for the surrounding streets.
16. *Flex-Time Schedule.* When feasible, SMC shall permit its employees within the Project to adjust their work hours in order to accommodate public transit schedules, rideshare arrangements, or off-peak hour commuting.
17. *Guaranteed Return Trip for Employees.* SMC shall provide vanpool and carpool reliant employees with a free return trip (or to the point of commute origin), when a personal emergency situation requires it.
18. *Student Parking Pricing.* SMC shall continue to require that students pay for their own parking.
19. *Student Hiring Policies.* To the extent feasible, SMC shall provide preferential consideration to hiring current SMC students for part-time employment based on satisfaction of other requirements of the available positions.
20. *Local Hiring Program.* To the extent feasible, when hiring SMC shall conduct outreach to residents who live within one mile of the SMC campus (or other facility to where the position of employment is offered), based on satisfaction of other requirements of the available positions.
21. *Expanded Bicycle Routes.* SMC shall coordinate with the City of Santa Monica in an effort to enhance and expand the current network of bicycle routes serving the SMC campuses.
22. To the extent feasible, SMC shall continue its program with the Santa Monica Big Blue Bus to provide free public transit services to all SMC students and staff. If this is not

feasible or practical, SMC shall work with Santa Monica Big Blue Bus to offer reduced rate transportation to SMC students and staff.

23. To the extent feasible, SMC shall work with other public transit providers (e.g., Metro) to offer free public transit services to all SMC students and staff. If this is not feasible or practical, SMC shall work with the public transit providers to offer reduced rate transportation to SMC students and staff.
24. SMC shall seek to expand shuttle connections (either through SMC-operated vehicles and/or in coordination with the Santa Monica Big Blue Bus) between campuses, including future connections to the Expo Light Rail Line stations in Santa Monica.
25. SMC shall work with the City of Santa Monica, Santa Monica Big Blue Bus and Metro to enhance the Pico Boulevard transit plaza including providing expanded sidewalk areas, shelters, lighting, and other passenger enhancement and safety features for both eastbound and westbound transit vehicles.

SECTION 4. In addition to the mitigation measures contained in the Final EIR that address potentially significant environmental effects, the Final EIR also contains measures identified as mitigation measures that are not required to reduce otherwise significant environmental impacts to less than significant levels. Rather, these mitigation measures are proposed in areas where the Final EIR determined the Project would have less than significant impacts absent any mitigation. Nevertheless, the College shall implement these mitigation measures as part of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project, which consist of the following:

- (a) The Final EIR includes the following construction emissions mitigation measure, notwithstanding the Final EIR's conclusion that the Project will have less than significant construction phase impacts on air quality absent any mitigation:

The project applicant shall require, by contract specifications, that architectural coatings used at the Project contain no more than 100 grams of VOC per liter.

- (b) The Final EIR includes the following fire protection mitigation measure, notwithstanding the Final EIR's conclusion that the Project will have less than significant fire protection impacts absent any mitigation:

The following fire safety measures shall be incorporated into the building plans and shall be submitted to the Fire Department for approval prior to the approval by the Division of the State Architect. The plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; and all structures must be within 300 feet of an approved fire hydrant.

SECTION 5. Consistent with Section 1405 (l), (m), and (n) of the Santa Monica College CEQA Guidelines and Sections 15091, 15092, and 15093 of the State CEQA Guidelines, and as analyzed in the Final EIR at Section VI.E, incorporated herein by reference, the Board of Trustees finds as follows:

- (a) The CEQA-mandated environmentally superior alternative is the "Reduced Density Alternative." The Reduced Density Alternative would be environmentally superior to the Project because it would reduce weekday traffic impacts at 15 of the significantly impacted study intersections, and would eliminate only the AM peak hour impact at two additional intersections and the PM peak hour impact at one additional intersection. In total, the Reduced Density Alternative would result in 14 significantly impacted traffic intersections on weekday

peak hours. With respect to street segments, the Reduced Density Alternative would reduce street segment traffic impacts at five of the 13 significantly impacted street segments. The Reduced Density Alternative would result in impacts equal to or less than the impacts of the Project, as well as the other alternatives considered; but the Reduced Density Alternative would be likely to result in significant adverse traffic impacts at individual intersections and street segments. The No Project Alternative also would result in impacts that would be equal to or less than the impacts of the proposed project. However, neither the Reduced Density Alternative nor the No Project Alternative are feasible because they do not satisfy the Project Objectives to sufficiently accomplish needed demolition and replacement of aging and inadequate teaching facilities to the extent identified as needed on the Project Sites. Because of their reduced scope, neither the Reduced Density Alternative nor the No Project Alternative would fully accomplish replacing a temporary facility that is nearing the end of its life cycle (i.e., Math), integrating and providing adequate space for the Earth, Life and Physical Sciences programs, providing safer and necessary replacement facilities for Physical Education, improving the seismic safety and replacing deteriorated condition of the stadium, upgrading and modernizing Drescher Hall, all of which are on the Main Campus. Nor does the Reduced Density Alternative or the No Project Alternative meet the Project Objective of providing sufficient facilities to bring together programs in digital arts, media, communication, journalism and broadcasting, as well as the College's radio station and incorporated parking at the Academy of Entertainment & Technology Campus. Nor does the Reduced Density Alternative or the No Project Alternative meet the Project Objective to sufficiently accommodate program expansion of music (additional practice space), art (necessary office space), public programs (location for community events), and related parking, as well as needed seismic repairs to the East Wing of the school building constructed in 1933, all of which are on the Performing Arts Campus. Nor does the Reduced Density Alternative or the No Project Alternative meet the Project Objective of providing sufficient space for the envisioned long-range development of the Olympic Shuttle site, although that planning is more conceptual in nature and will likely trigger further environmental review as the development of that site is refined in the future. There are also benefits to the long-range development of satellite campuses such as the Olympic Shuttle site because the Main Campus is land-locked and expansion of the boundaries of the Main Campus would therefore be problematic. The Board of Trustees finds that the contemplated replacement, seismic safety upgrades, program expansion, program integration, and future capacity fulfillment as outlined in the Project Objectives are essential to the educational mission of the College, the future education of its students, and the variety of services and benefits provided to the surrounding community by an educational institution of this caliber.

(b) The Olympic Shuttle Lot Land Swap Alternative would also be environmentally superior to the Project because it would reduce weekday traffic impacts below levels of significance at eight of the significantly impacted study intersections. With regard to street segments, the projected impacts would be the same as for the Project. While it may be environmentally superior to the Project, the Olympic Shuttle Lot Land Swap Alternative is not feasible at this time because there is no final agreement between the City of Santa Monica and the District as to the contemplated exchange of property between these two public institutions. As the EIR notes in Section VI.C, this Alternative consists of a "potential land swap between the City of Santa Monica and SMC." The target property for the land swap is owned by the City and leased to third parties. The District itself does not have a practice of exercising its powers of eminent domain in such circumstances, and thus as a matter of policy cannot achieve this alternative without the concurrent agreement and actions of the City of Santa Monica. Such an agreement has not been reached at this time; therefore, because the contemplated land swap cannot be successfully accomplished at this time, the Olympic Shuttle Lot Land Swap Alternative is not

presently feasible, and thus the Board of Trustees declines to approve this project alternative on that basis.

SECTION 6. As fully described in Section IV.J, the Final EIR found that the Project would result in significant and unavoidable adverse impacts to traffic and transportation. Consistent with 1405 (n) of the Santa Monica College CEQA Guidelines and Section 15093 of the State CEQA Guidelines, the Board of Trustees hereby makes a Statement of Overriding Considerations and finds that the educational, social, cultural and economic benefits of the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project outweigh the unavoidable environmental impacts based on the reasons stated below. The benefits identified are each one, in and of themselves, sufficient to make a determination that the adverse environmental effects are acceptable:

(a) The Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project will address important deficiencies in the College's facilities to support delivery of "the best possible educational environment" and to "promote the use of sustainable resources," as reflected in the College's mission statement. The improvements contemplated in the Master Plan 2010 Update were endorsed by the voters of the District in November 2008, when they passed local bond measure AA.

(b) At present, the College has a significant deficiency of facilities for math, science, physical education, and ESL on the Main Campus:

The math department operates in a temporary facility that is nearing the end of its life cycle. The current facility lacks the infrastructure to support modern classroom technology. The Earth, Life, and Physical Sciences programs are operating in spaces that are too small and scattered around the campus. This inhibits the sharing of resources and incurs expensive replacement costs for laboratory teaching materials. There are insufficient science lab classrooms to offer needed course section for the Allied Health and Nursing Program. The new building would restore to the Main Campus an instructional observatory and would provide a replacement planetarium to meet the increasing demands for course offerings and community educational programs.

The physical education department is currently operating in a 1958 building in which many of the systems are in poor condition, including the roof, the concrete floors, the restrooms, showers, exhaust systems, and electrical systems. The fire systems are not centrally monitored and the building lacks a fire sprinkler system. A replacement building would provide additional indoor physical education and fitness training, would provide equal support facilities for men and women, would provide needed facilities for the dance program, and would be available to the community during non-instructional times.

The 1948 Corsair Field concrete stadium structure is experiencing deterioration of the concrete and does not meet current seismic standards and has accessibility deficiencies. The ESL program operates in temporary buildings that are nearing the end of their life cycle. The Project would provide for a replacement Corsair Field stadium and ESL relocation.

When fully implemented under the 2010 Master Plan, the total building area for the Main Campus, including all project currently existing or entitled, will be approximately five percent (5%) below the gross square feet called for under the District's 1998 Master Plan.

(c) At present, the College is unable to fully integrate its educational programs in media arts. The 2010 Master Plan will enable the College to bring together compatible educational programs in digital arts, media, communication, journalism and broadcasting on one integrated media campus, the Academy of Entertainment & Technology. Furthermore, the 2010 Master

Plan will allow the College's radio station to be relocated to new, state-of-the-art facilities on this media campus, which will be a more suitable location than its presentation location in antiquated facilities in the basement of the Main Campus.

(d) The East Wing of the classroom building at the Performing Arts Campus is seismically deficient and needs to be retrofitted. The classroom building was originally constructed around 1925 as an elementary school and was substantially remodeled after the Long Beach earthquake in 1933. During renovations performed by the District during the construction of the Performing Arts Center, it was discovered that seismic upgrades identified and required after the earthquake were never performed for the East Wing structure. Replacing the structure is the more cost effective solution to bringing the building up to current standards of seismic safety.

Furthermore, the demand for additional educational opportunities related to dance, drama/theater, music, or visual arts cannot be accommodated within the existing facilities at the Performing Arts Campus. The entrance requirements for the University of California, as well as the California State University, include year-long coursework in dance, drama/theater, music, or visual arts; in addition, teacher accreditation includes the requirement for training in the teaching of visual and performing arts. The College serves as a community college from which many students transfer to University of California and California State University schools. Hence demand for arts education has been steadily increasing over time.

Moreover, there is substantial evidence that student engagement in the arts improves academic achievement. A recent report from the National Art Education Association (NAEA) confirms that students enrolled in arts study score higher on both their Verbal and Math SAT tests than those who were not enrolled in arts courses. Thus, expansion of the College's performing arts facilities can be expected to foster improved academic achievement.

Additionally, the College currently provides various educational partnerships with other educational and cultural institutions. In partnership with the SMMUSD and with other schools, school districts, and youth groups, the College has also accommodated school children for an ongoing series of free concerts at the PAC. The Performing Arts Campus improvements per the 2010 Master Plan will facilitate continuation and expansion of these collaborative efforts in the performing arts and arts education.

(e) The 2010 Master Plan will better reinforce the pedestrian character of the Campuses by supporting vibrant and walkable campuses, providing for enhanced student and faculty interaction, increasing the ease of navigation throughout each campus, and enhancing links between the open spaces and landscape on the campuses.

(f) The 2010 Master Plan will reorganize and better define bicycle routes and bicycle-related facilities on the Campuses. This, in turn, will help promote the use of this alternative means of transportation, increase the ease of using bicycles, and correspondingly reduce the impact of traffic on adjacent streets and neighborhoods.

(g) The 2010 Master Plan will continue to expand upon the College's successful sustainable practices through optimizing functional relationships of facilities and landscape, increasing efficiencies in water and energy consumption, and accomplishing LEED certification on all new facilities.

(h) The 2010 Master Plan incorporates several mitigation measures delineated in the Final EIR and Section 4 herein in the areas of air quality during construction and fire protection that are not required to mitigate otherwise significant environmental effects and yet will be

implemented as part of this project. These mitigation measures will provide public benefits in these areas.

(i) In contrast to these extensive educational, cultural, social and economic benefits, the Project's one single area of adverse environmental effects which cannot be mitigated below a level of significance is comparatively minor in nature. Specifically:

- The Final EIR's finding of potentially unmitigable significant adverse traffic impacts at some of the study intersections and street segments are partially offset by the comprehensive Transportation Demand Management (TDM) plan as developed through the EIR process.
- Some of those impacts stem from the EIR's use of the City of Santa Monica's highly sensitive thresholds for measuring significant traffic impacts.
- The additional traffic caused by this Project is likely to constitute a very small percentage of both the overall traffic and the incremental additional traffic at these intersections.
- The College has not declined to implement any feasible traffic mitigation measures identified in the EIR.

SECTION 7. Consistent with Public Resources Code Section 21081.6, the Board of Trustees adopts the Mitigation Monitoring Plan, which is included as Attachment A, to mitigate or avoid significant effects of the Project on the environment, as detailed in Sections 2 and 3 of this Resolution, and to ensure compliance during Project implementation.

SECTION 8. Consistent with Public Resources Code Section 21081.6(a)(2), the documents which constitute the record of proceedings for approving this Project are located in the office of Randal Lawson, Executive Vice President of Santa Monica College, located at 1900 Pico Boulevard, Santa Monica, CA 90405.

SECTION 9. The Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project is hereby approved. Based upon the record of the proceeding, the Board of Trustees finds that the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project advances the mission of Santa Monica College "to create a learning environment that both challenges our students and supports them in achieving their educational goals" and to "prepare our students to contribute to the global community as they develop an understanding of their personal relationship to the world's social, cultural, political, economic, technological, and natural environments." (Adopted Mission Statement.) The Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project will also further Santa Monica College's adopted goals in the area of promoting student success, advancing academic excellence, developing community partnerships and providing a supportive physical environment. Therefore, in accordance with Government Code Section 53094 and in full compliance therewith, the Board of Trustees hereby renders the City of Santa Monica's zoning ordinance inapplicable to the Santa Monica College Career and Educational Facilities Master Plan 2010 Update Project. Notification of this action shall be communicated to the City of Santa Monica within 10 days of the date of adoption of this Resolution.

Attachment: Exhibit A – Mitigation Monitoring Program