Santa Monica College
Bundy Campus Master Plan

September 2006





SANTA MONICA COLLEGE

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1.0 Executive Summary

1.1 Bundy Campus Master Plan Context

The Santa Monica Community College District, a community college district of the State of California, was established and became operational in 1929. The District encompasses approximately 28 square miles which border the Pacific Ocean on the western edge of the County. The District's boundaries are approximately coterminous with the combined area of the City of Santa Monica, the City of Malibu, the unincorporated area of the County of Los Angeles within the Malibu postal zip code, and the Bundy Campus site within the City of Los Angeles.

The District operates a single college, Santa Monica College ("SMC") and offers Associate in Arts degrees and transfer programs in 64 majors and certificate programs in 29 fields. SMC's service area is primarily within a ten-mile radius. Annually, SMC serves about 7,300 students from Santa Monica and about 2,700 students from Mar Vista. SMC is the primary higher education pathway for students from Santa Monica High School, Palisades High School, University High School, Venice High School, and Westchester High School, the public high schools in the City of Santa Monica and in Council District 11 of the City of Los Angeles. During a typical semester, altogether about 25,000 students take credit classes at SMC.

The District operates several satellite instructional sites, or campuses, within the City of Santa Monica in order to promote student success within certain disciplines, such as art, music, and entertainment technology. The Santa Monica campuses include the 37-acre Main Campus and four satellite campuses: the Airport Arts Campus, the Madison Campus for Applied Music, the Academy of Entertainment and Technology Campus, and the Emeritus College.

In December 2001, the District acquired the 10.4-acre Bundy Campus site located at 3171 S. Bundy Drive from BAE Systems, a major defense contractor. The site is adjacent to the City of Santa Monica, within the City of Los Angeles. The District has annexed the property into District boundaries, has improved the property, and has remodeled the four-story existing building (the "West Building") for instructional use. In July 2005, the District began offering programs in early childhood education, teacher training, professional development, and general education at this satellite campus.

The purpose of adding this new satellite campus to the SMC system is to support and enhance certain SMC professional and continuing education programs and to support the SMC Master Facilities Plan adopted in 1998 which recommends balancing instructional and student population capacities at SMC's main and satellite campuses.

The site when purchased included four buildings: a 65,260 square foot four-story building, a 33,055 square foot two-story building, and two single-story low-rise manufacturing buildings (attached to the four-story building) of 10,226 and 90,966 square feet respectively.

Between January 2002 and June 2005, SMC completed the following site upgrades:

- Demolished the two low-rise manufacturing buildings, removing a total of 101,192 square feet of building space

- Constructed an internal roadway to link the upper (east) and lower (west) portions of the site
- Removed overhead power lines
- Constructed a 10-foot, landscaped sound wall along the south and west edges of the campus
- Planted more than 200 trees
- Renovated the 4-story building for use as an educational facility
- Provided 609 surface parking spaces

The purpose of the Bundy Campus Master Plan is to document the College's long-range plan for creating a largely self-contained satellite campus. Overarching goals for the campus plan include providing students with an educationally challenging and supportive environment, developing a campus that is respectful of neighboring communities, incorporating sustainable design and operational elements, and supporting the SMC Educational and Facilities Master Plans.

1.2 Project Description

The Bundy Campus Master Plan ("Master Plan") is a comprehensive land use plan that will guide the physical development of this satellite campus. The Master Plan is part of the overall SMC Facilities Master Plan adopted in 1998; no changes are proposed to the adopted Facilities Master Plan. The Master Plan identifies the program goals to be achieved during the planning period, estimates the building space required to achieve the goals, articulates planning principles to guide the physical development process, and identifies potential future uses of the satellite campus.

The Master Plan includes the Existing Phase Master Plan, an Interim Phase Master Plan, and the Final Phase Master Plan. The Existing Phase Master Plan highlights the existing conditions of the site as of July 2005 when SMC opened the campus for classes along with an exit driveway modification that became available in January 2006. The Interim Phase Master Plan provides for a new signalized entry driveway from Bundy Drive and renovations to the existing four-story building. The Final Phase Master Plan identifies the long-range plan for the campus.

1.3 Planning Process

Bundy Campus Master Plan activities commenced in January 2005. The planning team included SMC representatives and a multidisciplinary team of architectural, civil engineering, environmental, information technology, landscape, mechanical, electrical, and plumbing engineers, and traffic consultants. In addition, the planning team solicited input from local agencies, SMC faculty and staff, and community members and organizations. The planning process consisted of three primary phases that took place over an eight-month period:

- Visioning & Outreach
- Documentation & Analysis
- Master Plan Development

The outcome of this planning process is the Bundy Campus Interim Phase and Bundy Campus Final Phase Master Plans.

1.4 Santa Monica College Overall Facility Planning Strategy

Santa Monica College's Main Campus was originally developed over a period of about 30 years, from the first purchase of land in 1940 to the opening of the Technology Building in 1969. The College is currently at the midpoint of a similar cycle to renew and improve College facilities.

The first two projects, a satellite campus at the Santa Monica Airport that opened in 1988 and two parking garages on the Main Campus that opened in 1991, were developed to sustain student access to College programs and served to replace student parking displaced by the introduction of preferential parking in 1988 around the Main Campus.

The satellite campus was successfully integrated into routine College operations, and additionally proved valuable at providing special identity for certain "stand-alone" College programs. These programs provide students the ability to complete most of their major or certificate coursework at a single campus site.

California community colleges have been charged in recent years with not only meeting the needs of an increased State population, but also with assisting the beginning adult learner, providing for supplemental professional training, offering instruction in new career areas, and supporting the learning needs of first-generation college students. Santa Monica College's traditional missions of transfer education and career preparation now encompass each of these service areas.

Additionally, as the Santa Monica local economy, once based on manufacturing, specifically aerospace, has changed, the future employment opportunities for our region are in new fields, like information and healthcare, which require a more highly trained workforce.

Santa Monica College has opened several more satellite campuses to meet changes in community educational needs, including the Academy for Entertainment and Technology, the Madison Campus for Applied Music, and the Emeritus College Campus.

The Bundy Campus, with a focus on health services education, teacher education, and continuing education, is the newest satellite campus. The satellite campuses are a key component of SMC's overall Master Facilities Plan, which was adopted in 1998, and provide a balance of instructional capacity.

The 1998 Master Facilities Plan also identified specific renewal projects on the Main Campus. Five of these have been completed, one is under construction, and three others are in planning.

2.0 Introduction

2.1 Brief History of Santa Monica College

Santa Monica College (SMC) started as a small program in 1929 and is today considered one of the top ten community colleges in the country. Widely known for its extraordinary transfer success, SMC also has been a leader in shaping the look and feel of community colleges in California. SMC efforts in the 1940s created the model for combining technical education and general education into one enterprise. SMC advocacy in the 1980s helped gain community colleges full status as institutions of higher education. Today, SMC leadership is helping to guarantee all California community college students full and equal access to quality educational programs.

SMC purchased the Main Campus site along Pearl Street between 16th Street and 18th Court in 1940. The groundbreaking ceremony for the campus took place in 1950 and was followed by the campus dedication in April 1952 upon completion of the first classroom building. By 1960, SMC had an enrollment of over 10,000 students and had started to earn its reputation as a first-rate educational institution and prime transfer point to major four-year colleges.

SMC has kept pace with changes in the local economy and the increased demand for higher education training and programs. SMC has grown in enrollment and has added campus facilities. Additionally, the College's primary missions of fostering transfers to four-year institutions, supplying professional training, ensuring basic skills training and promoting lifelong learning programs have continued to evolve. The College is known for its innovation and responsiveness to community needs. SMC has an extensive International Students Program; a renowned arts program; an Emeritus College for older adults; a flagship station of National Public Radio; the Academy of Entertainment & Technology; the High School Dual Enrollment program; and a number of other special programs. SMC prides itself on its extraordinarily successful transfer rates – the College leads among Community Colleges in transfers to the University of California and to many other 4-year campuses. SMC serves an extremely diverse student and community population and has many valuable and innovative programs to support the needs of its various constituencies.

2.2 Santa Monica College Vision, Mission & Goals

SMC has officially adopted the following vision, mission and goals.

Vision

Changing Lives through Excellence in Education

Mission

Santa Monica College strives to create a learning environment that both challenges the students and supports them in achieving their educational goals. SMC prepares 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.

To fulfill this mission, the College provides open and affordable access to excellent associate degree and occupational certificate programs. These

programs prepare students for successful careers, develop college-level skills, enable transfer to universities, and foster a personal commitment to lifelong learning.

Santa Monica College serves, represents, and embraces the community's racial and cultural diversity. SMC promotes the exchange of ideas in an open, caring community of learners and recognizes the critical importance of each individual to the achievement of our vision.

Goals

Student Success: The College's learning environment will challenge, motivate, and support students. The College will use data on student outcomes to enhance educational programs and services.

Academic Excellence: The College will uphold its tradition of academic excellence and innovation centered on a strong core of classified staff, faculty, and administrators. All are dedicated to the lifelong development of individual skills and competencies.

Community of Mutual Respect: The College will be exemplary as a diverse community of mutual respect – a community characterized by respect for the individual, free exchange of ideas, broad collaboration, and participation in college governance.

Effective Use of Technology: The College will promote access to technology and will use technology to achieve its goals.

Community Partnerships: The College will develop public/private partnerships to meet the educational needs of our community, ensure financial viability, and promote employment of our students and alumni.

Supportive Physical Environment: The College will acquire, plan, develop, and maintain facilities and equipment to provide the best possible educational environment and promote the use of sustainable resources.

2.3 Campus Overview: Main and Satellite Campuses

As part of the planning process, the consultant team documented the SMC campus system in order to provide context to the facilities and educational planning for the Bundy Campus. An overview of the main and satellite campuses is provided in this section for reference. *Appendix A-1* contains an overview map.

2.3.1 SMC Main Campus

SMC's Main Campus is bound by Pico Boulevard on the north, 18th Court on the east, Pearl Street on the south, and 16th Street on the west. The 37-acre campus is currently undergoing significant improvements as the 1998 SMC Facilities Master Plan is implemented. In addition to classroom and administrative buildings, most of SMC's specialized lab classrooms are on the Main Campus, including those for science, modern languages, business, photography, journalism, dance, theater and athletics.

The Main Campus includes the main student bookstore, the student cafeteria, admissions and records, counseling and the International Studies offices. The Main Campus also includes the College Library, Corsair Field and Track, the Santa Monica Swim Complex, the

Drescher Planetarium, a public Photography Gallery and radio station KCRW. Projects currently in construction include the earthquake replacement Liberal Arts building and renovation of the Theater Arts building. There are 27 major and minor buildings on the Main Campus, totaling 778,992 square feet.

The Main Campus provides 2,469 parking spaces, primarily in two parking structures. The Main Campus is also served by an off-site shuttle parking system.

2.3.2 Madison Campus

The Madison Campus includes a 42,820 square foot, two-story building on the southwest corner of Arizona Avenue and 11th Street. As home to the Applied Music program, a new 32,000 square foot theater is currently under construction at the site. When completed 301 parking spaces will be provided. *(Appendix A-2)*

2.3.3 Academy of Entertainment & Technology

The Academy of Entertainment & Technology satellite campus is located on the southwest corner of Pennsylvania Avenue and Stewart Street at 1660 Stewart Street. The Academy opened at this site in 1998 and today includes a 52,830 square foot, two-story building with 256 surface parking spaces. *(Appendix A-2)*

The Academy of Entertainment & Technology satellite campus is home to the Design Technology Department and is committed to providing students with a comprehensive, well-rounded education in rapidly evolving media fields.

2.3.4 Airport Arts Campus

The Airport Arts Campus includes three buildings at the Santa Monica Airport on a site south of Airport Avenue and west of Centinela Avenue. The main building on the satellite campus is the 22,875 square foot classroom building on the east side of the site. A 5,590 square foot annex is located to the west of the main building and hosts ceramics and sculpture classes. The third building, located south of the main building, is currently used as a temporary theater, but will be available to the Arts program in the future. Surface parking for approximately 239 cars is provided adjacent to the building. *(Appendix A-3)*

2.3.5 Emeritus College

The Emeritus College satellite campus opened in 2003 and is located near the southeast corner of Wilshire Boulevard and 2nd Street. The satellite campus includes a 19,875 square foot, four-story plus basement building. Underground parking is available with thirteen spaces designated for SMC staff. Additional parking is available in City Parking Structure No. 2, located in close proximity to the Emeritus College satellite campus. *(Appendix A-3)*

The Emeritus programs are for seniors. The Emeritus campus serves over 3,400 students annually and offers over 120 free classes of interest to seniors. The goals of the Emeritus College are to

provide education as well as mental and physical stimulation in areas such as Consumer Information, Skill Development, Personal Growth, Self Expression and Health Maintenance.

2.3.6 Bundy Campus

The Bundy Campus encompasses a 10.4-acre parcel of land located at 3171 S. Bundy Drive. From a regional perspective, the Bundy campus is located within the West Los Angeles region and is situated approximately 2.5 miles east of the Pacific Ocean. The campus is bound by the Santa Monica Airport (City of Santa Monica) to the north, South Centinela Avenue (also referred to as S. Bundy Drive) and residential development to the east, residential development along Stanwood Place to the south, and Stewart Avenue and residential development to the west.

SMC purchased the Bundy Campus site in December 2001 and leased the property to the prior owner through February 2003. Upon completing numerous upgrades to the site (refer to Section 1.1), the Campus opened to students in July 2005 with General Education, Continuing Education, and Non-Credit programs. The 2005 fall session added Early Child Development, Teacher Education and Nursing classes to the course offerings. In addition to classrooms and administrative space, the 65,260 square foot four-story building (West Building) also includes a multi-purpose room for both College and community use.

The 33,055 square foot two-story office building (East Building) on the east side of the property is currently vacant.

There are currently 609 surface parking spaces on site.

3.0 Master Plan Process

3.1 Purpose of the Master Plan

The purpose of the Bundy Campus Master Plan is to document the College's long-range plan for creating a unique satellite campus. Overarching goals for the campus plan include providing students with an educationally challenging and supportive environment, developing a campus that is respectful of neighboring communities, incorporating sustainable design and operational elements, and supporting the SMC Educational and Facilities Master Plans.

3.2 Land Use Overview

The project site is located within the Mar Vista neighborhood of the City of Los Angeles. The City of Los Angeles General Plan and Zoning Ordinance establish the land use regulations for the property. However, because the property is owned by a State educational institution, local zoning may be rendered inapplicable under certain circumstances. (See Government Code, § 53094.) Nevertheless, the Master Plan proposes uses and property development standards consistent with current City of Los Angeles land use regulations. Under the City of Los Angeles's Zoning Ordinance, the property falls within three zoning designations. *(Appendix B)*

The largest portion of the property is located in the M1 Limited Industrial Zone. This property is also within Height District No. 1, which results in the M1-1 designation. No specific height limit applies to M1 properties in Height District No. 1; however, the floor area ratio cannot exceed 1.5 to 1. Within the M-1 zone, educational institutions are a permitted use. The existing four-story building and the proposed two-story building are within the M1-1 zone. The combined floor area ratio is substantially less than 1.5 to 1.

The existing two-story building is located within the CR Limited Commercial Zone. This property is also located within Height District No. 1, which results in the CR-1 designation. Buildings of 75 feet or six stories in height are permitted with a 1.5 to 1 floor area ratio. This portion of the property also has a qualified (Q) designation that places limitations on residential development. In the CR zone, educational institutions are a permitted use. Likewise, parks owned by a governmental agency are permitted. Interim use of the building by the College and the proposed open space use upon the building's demolition do not conflict with CR-1 property development standards.

The remainder of the property is in the P Automobile Parking Zone. It is located within Height District No. 1, which results in the P-1 designation. Additionally, most of the property bordering Bundy Avenue has an additional designation as "Very Limited Height District," which limits a building or structure to no more than three stories and 45 feet, and which results in the P-1VL designation.

The Master Plan does not propose any new buildings within the P-1VL, P-1, and (Q) CR-1 zones.

3.3 Overview of the Planning Process

Master plan activities for the Santa Monica College Bundy Campus commenced in January 2005. The planning team included the SMC Faculty & Staff Steering Committee, representatives from the SMC President's Office, Planning & Development, and Facilities Planning, and a

multidisciplinary consultant team including WWCOT (Master Plan architect), Kaku & Associates (traffic consultant), Christopher A. Joseph & Associates (environmental consultant), ah'bé Landscape Architects (landscape architect), E.W. Moon Inc (civil engineering consultant), Gotama Building Engineers (mechanical, electrical & plumbing consultant), Kosmont Companies (land use consultant), Urban Dimensions (community outreach liaison) and Vantage Technology Group (information technology consultant). The planning process consisted of three primary phases that took place over an eight-month period:

- Visioning & Outreach
- Documentation & Analysis
- Master Plan Development

Visioning & Outreach

Facilities Planning and WWCOT facilitated four visioning sessions, two with the SMC Faculty & Staff Steering Committee, one with City of Santa Monica community representatives, and one with City of Los Angeles and Mar Vista community representatives. The primary focus of the Faculty & Staff Steering Committee sessions was to identify program candidates for the Bundy Campus. The focus of the community sessions was to collect the community's input related to the Bundy Campus. All information gathered during these sessions was documented and placed on the SMC "Bundy Campus Master Plan" website at www.smc.edu for public availability. Additional visioning session and outreach information is provided in section 3.4.

Documentation & Analysis

In order to provide background and context to the Bundy Campus Master Plan, the consultant team accomplished the following activities during the documentation and analysis phase of the planning process:

- Prepared a graphic overview of the Santa Monica College campus system to identify the location and characteristics of the main and satellite campuses.
- Documented existing conditions on the Bundy Campus at the beginning of the project.
- Reviewed the SMC Facilities Master Plan and other existing documentation to gain a comprehensive understanding of completed, ongoing and future projects identified for the SMC campus system and their potential impacts on the Bundy Campus.
- Reviewed the proposed City of Santa Monica Airport Park plans.
- Reviewed the site zoning.
- Reviewed the existing traffic studies.
- Prepared three preliminary site plan options as a baseline and idea generator for discussions with the SMC Project Team, Faculty & Staff Steering Committee, and community representatives. *(Appendix C)*

Master Plan Development

Based on the input from the SMC Board of Trustees, the SMC Project Team, Faculty & Staff Steering Committee, and community representatives, the consultant team developed the Bundy Campus Master Plan. This Plan has been modified to include input from the Los Angeles Department of Transportation. The Bundy Campus Master Plan includes three phases. The

Existing Phase Master Plan highlights the existing conditions of the site as of July 2005 when SMC opened the campus for classes. Programs offered at the Campus as part of the Existing Phase Master Plan include Education and Teacher Academy, Early Childhood Education, Nursing & Health Sciences, General Education, Continuing Education and Professional Certification, Non-Credit Education, and Community Services. The Existing Phase Master Plan also includes automobile access to Airport Avenue by way of Donald Douglas Loop South made available in January 2006.

The Interim Phase Master Plan provides for a new entry and driveway from South Bundy Drive, a new traffic signal at this location, and renovations to the West Building.

The Final Phase Master Plan identifies the long-range plan for the Bundy Campus:

- Demolition of the two-story building along the east side of the site and realignment of the north driveway
- Construction of a 38,205 square foot, two-story building to the east of the existing four-story building
- Provision of approximately 780 parking spaces: 550 spaces on the surface lot and approximately 230 spaces within the underground garage
- Provision of a pedestrian parkway along South Bundy Drive
- Landscaping of open space elements
- Continued use of the four-story west building
- General site improvements.

In addition to the programs and classes currently offered at the Bundy Campus, Final Phase Master Plan program offerings may include three Communications Department programs: Cinema, Journalism, and TV Broadcasting. Fashion & Merchandising and the Career Opportunity Center have been identified as potential program candidates for the Bundy Campus as well.

3.4 Outreach Efforts & Findings

3.4.1 Santa Monica College Faculty & Staff Steering Committee

Visioning Session I

WWCOT facilitated two Faculty & Staff Steering Committee visioning sessions. The first meeting was held at SMC on February 25, 2005. This meeting provided a forum for the College's administration, faculty and staff to share their vision for the potential program occupants and identity of the Bundy Campus with the project team. The Steering Committee divided into two groups to discuss the following questions:

- What programs need to grow?
- What programs need to modernize?
- What portions of programs could be moved to the Bundy Campus?
- What programs are being displaced by changes on the Main Campus?
- What Main Campus support spaces could be relocated?

Each group then presented their findings to the group at large. The information presented was organized into the following Bundy

Campus Program Candidate Matrix. Those programs identified as candidates in three of the categories (2005 Relocation, Grow, Modernize, and/or Relocate) are designated with the letter "A", those identified in two categories are designated with "B", and those candidates identified in one category are designated as "C".

Bundy Campus Program Candidate Matrix

	PROGRAMS	2005 Relocation	Grow	Modernize	Relocate
A	Communications *(TV Broadcasting)*		X	X	X
A	Fashion Merchandising		X	X	X
A	Nursing & Health Sciences	X	X	X	
B	Art		X		X
B	Business		X	X	
B	Communications *(Journalism)*			X	X
B	Continuing Education	X	X		
B	Cosmetology *(Spa)*		X	X	
B	Mailroom			X	X
B	OIS – Offices Information Systems			X	X
B	Photography			X	X
C	Career Opportunity Center				X
C	Child Development	X			
C	Education / Teacher Academy		X		
C	General Education	X	X		
C	Kinesiology, Dance & Recreation				X
C	Library Village Faculty Offices				X
C	Non-Credit Programs		X		

In addition to program candidates, the group also discussed planning opportunities for the Bundy Campus:

- Locate stand-alone programs
- Create a campus identity based on program offerings
- Create a pedestrian and neighborhood friendly campus
- Highlight innovative teaching strategies
- Provide amenities such as a student bookstore and student food service

Visioning Session II

The Bundy Campus Program Candidate Matrix was the foundation for the second Faculty & Staff Steering Committee visioning session held at SMC on April 29, 2005. This visioning session was designed to enable the Steering Committee to reach consensus on the program candidates for the Bundy Campus. Following an overview of Master Plan activities to date by WWCOT, the steering committee divided into three groups to discuss in further detail potential program candidates for the Bundy Campus. Each group then presented their findings to the group at large.

In addition to the programs that opened on the Bundy Campus in summer and fall of 2005 (Early Childhood Education / Education /

Teacher Academy, Nursing & Health Sciences, Continuing Education, Non-Credit Programs and Community Services), the Steering Committee identified the following three Communications programs as optimum program candidates for the campus:

- Cinema
- Journalism
- TV Broadcasting

Fashion Merchandising was identified as a potential candidate by two of the three groups as this program is currently in need of additional, modernized space. Finally, the Marketing & Graphics office moved to the campus in 2005.

3.4.2 Community Outreach

WWCOT facilitated two community meetings. The first meeting was with Santa Monica community representatives on March 29, 2005 and the second was with City of Los Angeles and Mar Vista community representatives on March 30, 2005. The goals for each meeting were as follows:

- Provide a forum for residents to share their vision for and concerns about the Bundy Campus
- Facilitate focused community discussion sessions and promote the constructive sharing of ideas
- Include the community in the Bundy Campus Master Plan process

During each meeting, community representatives divided into six discussion groups to discuss and document their vision, comments, questions and concerns for SMC and the consultant team related to the following questions:

- What parking, traffic and circulation questions or concerns do you have?
- What is your vision for the planned green space within the SMC Bundy Campus?
- What amenities and/or educational programs can Santa Monica College provide at the Bundy Campus to support your community?
- What is the single most important issue related to the Bundy Campus that you would like Santa Monica College to address in future meetings?

The largest community response was related to traffic, car trips and parking capacity. More specifically, questions were asked concerning the potential for significantly increased traffic in the surrounding area and residential neighborhoods, the status on the closure of the Stewart Gate for emergency site access only, the anticipated number of daily car trips to and from the campus, the site's parking capacity, and locations of ingress and egress on the campus. Other concerns included public safety, campus security and public access to campus amenities and grounds. A detailed overview of the community representative input from each meeting is included in the appendix. *(Appendix D)*

3.4.3 Other Interested Parties

In addition to the two community visioning session meetings, SMC staff also met with representatives of the Mar Vista Community Council, Friends of Sunset Park and Pico Neighborhood Association.

3.4.4 Santa Monica College Board of Trustees

SMC Facilities & Planning, WWCOT, Urban Dimensions and Kaku & Associates presented an update of the Bundy Campus Master Plan to the Santa Monica College Board of Trustees on July 6, 2005. The presentation included an overview of the Steering Committee and community outreach efforts to date, SMC responses to raised concerns and issues, an overview of proposed Phase I and Final Phase Master Plans, vehicular access alternatives to the campus, and a discussion of circulation, parking, and street impacts.

The Board of Trustees voted unanimously to authorize staff to proceed with the Bundy Campus Master Plan process and recommended the proposed Final Phase Master Plan as the site plan that best meets College educational needs and is sensitive to traffic and parking impacts.

3.4.5 Los Angeles Department of Transportation

In response to a request by the Los Angeles Department of Transportation, additional traffic studies were performed in spring of 2006 after the opening of the campus. These studies suggested that a new driveway and left-turn signal were warranted for incoming traffic onto campus from Bundy Drive northbound. A new entry drive was designed at the northeast corner of the Bundy Campus to reduce congestion that might occur at Stanwood Drive if the signal aligned with the current driveway.

4.0 Environmental Setting

4.1 Site Overview & Historical Context

The Santa Monica College Bundy Campus encompasses a 10.4-acre parcel of land located at 3171 S. Bundy Drive in the City of Los Angeles, California. From a regional perspective, the Bundy Campus is located within the West Los Angeles region and is situated approximately 2.5 miles east of the Pacific Ocean. The campus is bound by the Santa Monica Municipal Airport (City of Santa Monica) to the north, South Centinela Avenue (also referred to as South Bundy Drive) and residential development to the east, residential development along Stanwood Place to the south, and Stewart Avenue and residential development to the west.

SMC purchased the Bundy Campus site in December 2001.

4.1.1 Santa Monica Airport

Use of this 10.4-acre parcel has been linked with the Santa Monica Airport for many years. The original 170-acre Airport site was acquired by the City of Santa Monica in 1926 using park bonds. The site included Clover Field, reportedly first used as an airport in 1917 and officially established as an airfield by the U.S. Army in 1923. The southern portion of the 170-acre site included a golf course. *(Appendix L-2, 1928)* In order to build manufacturing facilities near the airfield, the Douglas Aircraft Company traded land for land on the northern portion of the Airport site. The first trade was for what is now Douglas Park on Wilshire Boulevard. In order to expand its operation at the Airport, Douglas Aircraft then acquired the 10.4-acre Bundy Campus site south of the golf course in 1935 and immediately traded it with the City of Santa Monica for land adjacent to its operations on the north side of the airfield.

The City of Santa Monica operated the Bundy Campus site as part of the Municipal Golf Course from 1935 through 1941. *(Appendix L-3, L-4 1938 and 1940)*

Efforts to expand the runway began in the late 1930s. Douglas Aircraft acquired property east of Centinela Avenue and traded it for additional property north of the airfield. The property east of Centinela was incorporated in the east expansion of the runway. Douglas Aircraft and the U.S. government also participated in acquiring land west of the airfield (from 27th Street west to 23rd Street) through eminent domain. The western expansion of the runway was completed just after the end of World War II, enlarging the Airport to its current 227 acres. *(Appendix L-5, 1947)*

During the war, the U.S. government leased the airfield and the golf course (including the Bundy Campus site) from the City of Santa Monica for purposes of the war effort. Military uses also extended south to Rose Avenue and west to a line that corresponded to about 27th Street. The southern property, entirely in the City of Los Angeles, included a dirt runway. *(Appendix L-5, 1947)*

At the end of the war and immediately afterward, there was an effort to expand the airport south of its original boundaries. Eventually, this effort to construct a general aviation airfield south of the City of

Santa Monica city limits failed. The U.S. government returned control of the airport and the adjacent properties back to the City of Santa Monica after the war. One of the properties south of the City of Santa Monica city limits that had been part of the war effort became a residential development. By 1950, the City of Santa Monica had begun developing the south side of the runway for general aviation uses, and sold the other property south of the City limits, the Bundy Campus site, to William Lear in January 1952. The Lear operation was consistent with general aviation uses. *(Appendix L-7, 1956)*

Ownership continued through various William Lear Trusts, then in 1979 to Lear Siegler, Inc, and in 1987 to Lear Siegler Astronics in connection with a liquidation of Lear Siegler. (BAE Systems Aircraft Controls is a name change from Lear Siegler Astronics.) BAE Systems sold the site to SMC in December 2001, and remained as a tenant on the site until February 2003. *(Appendix L-8 through L-13, 1965, through 2005)*

In 1953, Lear built the central manufacturing building on the 10.4-acre site, and from time to time leased additional property from the City of Santa Monica immediately north of the site (3400 Airport Avenue or also named "Building No. 2", originally constructed for the U.S. Naval Reserve). *(Appendix L-6, 1950)* Lear operated other aircraft-serving facilities on the Airport. Lear accessed the 10.4-acre site from an historical roadway that ran south from Airport Avenue between the former Administrative Building and the Lindaire Cafe (now the location of the Spitfire). Lear also accessed the site by means of a second roadway from Airport Avenue on the east side of 3400 Airport Avenue.

A narrative log of aerial photographs of the Bundy Campus site from 1928 through 2005 is provided in *Appendix L-1*. Graphical annotations of the aerial photographs are provided in *Appendices L-14.1* through *L-14.3*.

4.1.2 BAE Systems

BAE Systems, an international company engaged in the development, delivery and support of advanced defense and aerospace systems, occupied the site through February 2003.

At that time, the 10.4-acre site (452,393 square feet) contained approximately 199,000 square feet of buildings. During BAE Systems' occupancy, the majority of the site was zoned M1-1 (Limited Industrial). That portion of the site improved with the two-story office building near South Bundy Drive was zoned (Q) CR-1 (Limited Commercial Qualified), the space between S. Bundy Drive and the two-story office building was zoned P-1VL (Automobile Parking- Very Limited) and a third portion of the site along the south and west perimeters was zoned P-1 (Automobile Parking). *(Appendix E)*

4.1.3 Surrounding Neighborhoods

The northern property line coincides with the boundary between the Cities of Santa Monica and Los Angeles. Just beyond the north boundary is the Santa Monica Airport, which is improved with non-

aviation uses (such as older single story office buildings, parking lots and a restaurant immediately adjacent to the Bundy Campus), as well as aviation-related facilities further to the north.

South Bundy Drive is located on the eastern boundary, with single-family homes located on top of the bluff across the street. Single-family homes are located directly to the south. Stewart Avenue and single-family homes are located to the west. The local neighborhood group is the Mar Vista Community Council, which has advisory responsibilities to the Los Angeles City Council and Planning Commission.

4.1.4 Roads, Access & Parking

Regional vehicular access to the Bundy Campus has been provided by the I-10 and I-405. Since 1953 and prior to the opening of the Bundy Campus, Lear, BAE Systems and SMC have utilized four points of local access. *(Appendix E)*

Airport Avenue

Lear and BAE Systems utilized two gates on the north side of the property for entry and exit to the site from Airport Avenue. The first gate was approximately 200 feet west of the northeast corner of the site; the second was just east of the existing four-story building between the restaurant building and 3200 Airport Avenue. The locations of both gates are labeled as “1” and “2” on *Appendix E*.

Stewart Avenue

Lear and BAE Systems also entered and exited the site from a driveway off Stewart Avenue.

South Bundy Drive

A two-story building on the eastern side of the site was constructed in 1980 that included a small executive and visitor parking lot that connected by means of a driveway onto South Bundy Drive but did not connect to the lower parts of the site. Employee parking for this building was provided at the lower parking lot to the west of the two-story building and at a lot leased from the City of Santa Monica that was to the north of the two-story building. Access to these employee parking lots was from Airport Avenue.

An internal roadway was constructed in 2003 by Santa Monica College, connecting the upper parking area with the lower parking area. The Bundy driveway is labeled as “3” on *Appendix E*.

Parking

The site included an approximately 580-car surface parking lot.

4.1.5 Buildings & Utilities

There were four buildings (Building Nos. 1, 3, 4 and 5 according to the numbering system employed by BAE Systems) on site when Santa Monica College purchased the site in December 2001. *(Appendix E)* (Building No. 2 was leased from the City of Santa Monica and is on the Santa Monica Airport just north of the site.)

- Building No. 1: Built in 1954, the single story, 90,966 square foot building was located at the center of the property and used for offices and light manufacturing. This building has been demolished by SMC.
- Building No. 3: A single story, 10,226 square foot office and manufacturing building was built in the early 1960s. This building has been demolished by SMC.
- Building No. 4: Built in 1981, this four-story, 65,260 square foot office building is located in the middle of the site. This building remains on the site today and is being utilized for classrooms, study rooms, offices, and student support services.
- Building No. 5: Built in 1961, this two-story, 33,055 square foot building used for offices and mechanical space is located on the east edge of the site and remains on the site today. This building is vacant and slated for demolition and replacement at another on-site location identified in the Final Master Plan.

Sanitary Sewer

The site was served by an existing 6" sanitary sewer connected to a City of Los Angeles public sewer at the intersection of Dewey Street and Stewart Avenue. This sewer served Building Nos. 3, 4 and 5.

Storm Drain

The site was sloped toward the west and drained via surface flow into Stewart Avenue at the western boundary of the site. The existing storm drain serving the east parking lot at Building No. 5 discharged onto the parking lot on the west side of this building.

Water

The site was served by a 4" domestic meter providing up to 400 gallons per minute (GPM) and 10" fire service providing up to 5,000 GPM from the City of Los Angeles Department of Water and Power from a 12" main in Bundy Drive. There was a 6" domestic main running along the south side of the site serving the existing buildings. There was also a 10" fire main serving two fire hydrants along the south side of Building No. 1 and one hydrant west of Building No. 4.

Electrical

The site was served by the City of Los Angeles Department of Water and Power via overhead service to a pole about 30' north and 30' east of the southeast corner of the site. From this point, there was underground service to the various buildings on the site.

Gas

The site was served by a 2" gas main running along the south side of the site coming from a meter at the southeast corner of the site.

Telephone & Information Technology

Verizon served the site from two points along the south boundary. The service to Building Nos. 1, 3, and 4 came from a service point about 350' east of Stewart Avenue. Building No. 5 was served from a service point near the southeast corner of the site.

4.1.6 Open Space & Landscape

The majority of the open space on the BAE Systems site was assigned to parking. An outdoor landscaped dining area was provided at the midpoint of the site on the south side for employee use. Trees existed in various locations on the site. Raised planters were located at areas around the entries into Building Nos. 4 and 5 and at the S. Bundy Drive frontage. The frontage along Stewart Avenue was void of ground cover and the earth was severely eroded.

4.2 Existing Phase Master Plan

The Existing Phase Master Plan includes conditions present at the Bundy Campus opening in July 2005 and the subsequent addition of an exit driveway to Airport Avenue by way of Donald Douglas Loop South. The Existing Phase Master Plan is shown in *Appendix F*.

4.2.1 Roads, Access & Parking

Regional vehicular access to the Bundy Campus continues to be provided by the I-10 and I-405.

From S. Bundy Drive

In 2003, after purchasing the property, the College constructed a driveway along the south side of the site to connect the upper (east) and lower (west) portions of the site. To improve aesthetics, the College relocated overhead utility lines underground beneath the new driveway.

This driveway from S. Bundy Drive was the only access point to the Bundy Campus for the 2005 summer session. This is labeled as “3” on *Appendix F*.

From Airport Avenue

The Bundy Campus has two access gates that provide access to and from Airport Avenue. The City of Santa Monica has locked the gates preventing their use. The College maintains that it has a legal right to access at these two locations. The gates are shown as “1” and “2” on *Appendix F*. The College is engaged in good faith discussions with the City of Santa Monica to resolve this dispute.

An interim agreement with the City of Santa Monica provides the College with an exit driveway to Airport Avenue by means of Donald Douglas Loop South, located at the northwestern portion of the campus. This driveway is labeled as “5” on *Appendix F*. The College intends to secure permanent access to Airport Avenue by means of Donald Douglas Loop South. Once this access is acquired, the two existing access gates from Airport Avenue will not be used on a regular basis.

Stewart Avenue

The Bundy Campus has access to Stewart Avenue. The College will not use Stewart Avenue for faculty, staff, student, visitor, or vendor ingress or egress to the Bundy Campus. The Stewart Avenue access is controlled by a gate which shall only be opened in an emergency

or when necessary to perform routine maintenance activities on the wall or parkway west of the wall. When the gate is opened for routine maintenance activities, the College will have personnel present to ensure that unauthorized cars do not enter or exit the Bundy Campus through the Stewart Avenue gate. This access is labeled as "4" on *Appendix F*.

Parking

As of the July 2005 campus opening, the Bundy Campus provided surface parking for 609 vehicles; however, due to the fact that automobile access points from Airport Avenue had been severed by the City of Santa Monica, campus parking was restricted to faculty and disabled students only. The majority of the students utilized the shuttle parking lot north of Airport Avenue and entered the campus via a pedestrian gate at the northwest corner of the property.

In January 2006, with the opening of the automobile access driveway to Airport Avenue by way of Donald Douglas Loop South, campus parking was made available to all students and staff.

4.2.2 Buildings

Prior to the remodel of Building No. 4 for classroom space, Buildings Nos. 1 and 3 were demolished. Building No. 5 remains vacant.

4.2.3 Infrastructure & Technology

Sanitary Sewer

The site is served by an existing 6" sanitary sewer connected to a City of Los Angeles public sewer at the intersection of Dewey Street and Stewart Avenue. This sewer serves the existing West and East Buildings. *(Appendix G-1)*

Storm Drain

The site is sloped toward the west and drains via gutters along the north and south boundaries to an existing detention basin at the southwest corner of the site. The detention basin discharges into Stewart Avenue. *(Appendix G-2)* There is an existing storm drain serving the east parking lot at the East Building.

Water

The site is served by a 4" domestic meter providing up to 400 gallons per minute (GPM) and 10" fire service providing up to 5,000 GPM from the City of Los Angeles Department of Water and Power from a 12" main in Bundy Drive. There is a 6" domestic main running along the south driveway serving the existing West and East Buildings. There is also a fire main serving the West Building and three private fire hydrants: one on the west side of the West Building and two on the south side of the south access road. *(Appendix G-3)*

Electrical

The site is served by the City of Los Angeles Department of Water and Power via underground service from the southeast corner of the site. *(Appendix G-4)*

Gas

The site is served by a 2" gas main coming from the southeast corner of the site. *(Appendix G-5)*

Telephone/ Information Technology/ Security

Incoming telecommunications service to the Bundy Campus is currently comprised of 12 strands of fiber from Time Warner Cable entering the site from the northwest, and 12 strands of fiber and 50 pairs of copper cabling from Verizon entering the site from the northeast and southeast respectively. Fiber is used to connect the Bundy Campus to the Main Campus principally for Wide Area Network (WAN) and Internet connectivity, but also for security, Building Management Systems (BMS), fire alarm and Voice over IP (VoIP) voice communications. The copper cabling is used to provide analog telephone lines to the campus.

The Main Distribution Frame (MDF) in the newly renovated West Building serves as the Main Point Of Entry (MPOE) for all these services to the Bundy Campus. Incoming fiber and copper cabling from Time Warner Cable and Verizon is routed to this MPOE using an existing network of duct banks running east-west along the south and north sides of the campus, and north-south on the west side of the West Building. *(Appendix G-6)*

4.2.4 Open Space & Landscape
(Appendix F)

Upon the College's removal of 101,192 square feet of building area in 2003, additional parking and green space was provided on the Bundy Campus. A bio-swale and watershed detention basin was built at the southwest corner of the site to manage the rainwater that otherwise flows across this site due to its topography.

SMC's bio-swale is an eco-friendly system consisting of seven "drywells". The seven 36"-diameter, perforated, gravel filled pipes are equally distributed within the basin at the southeast corner of the site. Storm water entering the detention area is directed to the drywells. Gravity allows the water to percolate through the gravel and returns as much water as possible to the groundwater level. Once the soil around the detention area is fully saturated, rainwater flows out to Stewart Avenue via an overflow pipe.

The College planted approximately 200 trees on the site and along the south and west edges of the property. In addition the College planted low native shrubs, grass and groundcover. The College built a 10' tall masonry wall on the south and west boundaries to provide a buffer for the adjacent neighbors. A rolling gate was installed within the wall along Stewart Avenue to control access to the site.

Perimeter

The current landscape complements the architecture. The perimeter plantings of Brisbane Box evergreen trees *(Tristania conferta)* provide shade along the drive encircling the campus. Once mature, the trees will clearly define the edge of the property. The Cat's Claw *(Macvfadyena unguis-cati)* vines intended to cover the perimeter wall will grow quickly and will soften the presence of the wall. This vine

will also spill over the wall and provide a flowering presence for the neighboring community.

Ornamental grasses that provide a soft texture at the base of the wall ringing the campus compliment the cobbled bio-swale "gutter" at the south and west perimeter. This swale reflects the College's commitment to sustainable design by providing an environmentally friendly way of containing and filtering on-site runoff water.

Parking Lot

The parking lot is broken up with the planting of Australian Willows *(Geijera parvifolia)*. This tree is recognized as a low water usage plant, once established. This choice reinforces the College's commitment to conscientious water management. The Tipu Trees *(Tipuana tipu)* that ring the parking lot provide a significant canopy for the large hardscape area. This is pleasant for those walking to and from their cars and helps diminish the heat-island effect common with large parking areas.

Jacaranda trees with colorful groundcovers along the walkway complement the pedestrian experience entering into the building and gardens.

The mass plantings of Fortnight Lilly *(Dietes vegata)* in the traffic islands will provide a consistent green presence with regular flowering. These plantings will be sustainable on limited watering once established.

Planting Adjacent to Building

These areas utilize higher water usage plants such as Bamboo, Lily-turf, Iris, etc., but the microclimate created by the presence of the existing buildings allows these plants to grow successfully. The curving columns of Mexican Fan Palm *(Washingtonia robusta)* compliment the buildings nicely and help the landscape match the scale of the buildings.

The mass plantings of Bird of Paradise *(Strelizia reginae)* will provide a strong graphic structure and color to the base of the building. Turf is used in limited quantities, but its placement provides a softer and usable ground plane outside of the building.

The use of Flax *(Phormium tenax)* and Orange Clock Vine *(Thunbergia gregorii)* vines around the buildings links these areas with the landscape at the perimeter of the site.

4.2.5 Campus Programs

The Bundy Campus Master Plan calls for a predominantly self-contained campus and therefore both general education and program specific classes are offered at the site. General Education, Continuing Education, and Non-Credit courses were available during the summer session that began on July 6, 2005. Early Childhood Development, Teacher Education and Nursing & Health Science classes were added to the fall 2005 offering at the campus.

In addition to allocating space to accommodate the long-range planning needs for the above-mentioned programs, the SMC Faculty & Staff Steering Committee identified potential future programs for

the Bundy Campus based on current SMC programs that may need to grow or modernize as well as the ability of these programs to function as stand-alone programs. These programs include three Communications Department programs: Cinema, Journalism, and TV Broadcasting. Fashion & Merchandising was also identified as a potential program candidate as this program is currently in need of additional, modernized space.

5.0 Master Plan Concepts and Elements

5.1 Bundy Campus Educational Planning

In December 2001, SMC purchased the Bundy Campus site to meet educational needs and to support the SMC Master Facilities Plan recommendation to balance instructional and student population capacities among the Main Campus and satellite campuses.

Over the last fifteen years, the College has been following an enrollment management policy that among other purposes, is designed to reduce vehicle trips to the Main Campus. This policy provides for largely self-contained satellite campuses in support of specific programs. The policy is a key component of the College's overall transportation management policy that encourages and rewards the use of alternative transportation modes, provides for online instruction, supports weekly and annual class scheduling efforts to reduce trips to campus, and provides for a shuttle and inter-campus transit system.

The educational planning for the Bundy Campus is embodied in already approved and currently existing uses at the campus. A Faculty & Staff Steering Committee meeting of April 29, 2005, comprised of faculty leadership, affected departments, and other College staff, unanimously affirmed the existing relocation of the Early Childhood Education, Education and Teacher Academy programs and offices; the Nursing and Health Sciences program and offices; the Continuing Education program and offices; and the Non-Credit program.

The Committee also approved the future relocation of the Cinema, TV Broadcasting and Journalism programs offered within the Communications Department and identified the Fashion and Merchandising program as a potential candidate for relocation to the Bundy Campus.

In addition, the SMC Board of Trustees recommended at its July 6, 2005 meeting that the SMC project team consider the Bundy Campus for the future location of the Career Opportunity Center.

Based on an analysis of the space needs for the specific programs identified above, an analysis of future classroom needs to support general education, and a review of facilities currently in construction or planned at other locations, College staff has concluded that the two buildings planned for the site are sufficient to meet the long-range facility planning needs of the College.

5.2 Master Plan Concept Study Options

Three Master Plan Concept Study Options were presented to the SMC Faculty & Staff Steering Committee and to community representatives to generate discussion and ideas. *(Appendix C)* After meetings with the Committee and community members and after further discussions with College staff, variations of each scheme were then considered.

5.2.1 Study Option A
(Appendix C-1)

Design Principles & Landscaping

The two existing buildings remain in their current locations. The East Building is renovated or replaced in the same location with a building of similar size. Additional shade trees are provided for the east parking lot.

Building Massing

The massing of the buildings remains the same.

Site Access & Parking

The site is accessed from the four historical access points and from an additional driveway at the northwest corner of the site via Donald Douglas Loop South. Surface parking is provided for 609 cars.

5.2.2 Study Option B
(Appendix C-2)

Design Principles & Landscaping

The building alternatives are the same as in Study Option A. The open space and landscaping are dramatically different than in Study Option A as the majority of the parking is relocated underground to provide a large green space between the two buildings.

Building Massing

The massing of the buildings remains the same.

Site Access & Parking

The site is accessed from the four historical access points and from an additional driveway at the northwest corner of the site via Donald Douglas Loop South. Surface parking remains for 211 cars on the west side of the site but parking for approximately 450 cars is provided in a single-level below grade structure.

5.2.3 Study Option C
(Appendix C-3)

Design Principles & Landscaping

The existing four-story building remains in its current location. The existing two-story building along S. Bundy Drive is demolished and replaced by a new two-story building of comparable size and mass located on the north edge of the site, adjacent to the existing four-story building. Green space east of the existing four-story building is maximized as parking is relocated underground.

Building Massing

The existing four-story building remains as is. The new two-story building would be of similar size and mass to the existing 33,055 square foot building.

Site Access & Parking

The site is accessed from the four historical access points and from an additional driveway at the northwest corner of the site via Donald Douglas Loop South. Surface parking is provided for 211 cars. From 500 to 700 parking spaces would be provided in a multi-level parking structure to accommodate Bundy Campus parking needs and College Shuttle parking.

5.3 Master Plan Conclusion

The Final Master Plan combines elements of Study Options B and C. The Final Master Plan provides for a new building that is rotated 90 degrees from that shown in Study Option C to create a synergy and common area between the existing four-story building and the proposed new building. Additional, a single-level of underground parking is provided under the new building and east of the new building in order to provide sufficient parking to meet the needs of programs offered at the Bundy Campus. Lastly, relocating Shuttle parking to the Bundy Campus was evaluated by the College and eliminated from the Final Phase Bundy Campus Master Plan.

6.0 Bundy Campus Master Plan

6.1 Goals of the Bundy Campus Master Plan

The goals of the Bundy Campus Master Plan are (1) to fulfill the adopted vision, mission, and goals of Santa Monica College; (2) to guide future development of the Bundy Campus; (3) to create a largely self-contained satellite campus; and (4) to provide a renewed presence and image to the neighboring community.

6.2 Objectives

To meet these goals, the following objectives were applied to the Bundy Campus design:

- To advance the mission of SMC to create a learning environment that both challenges its students and supports them in achieving their educational goals;
- To advance the mission of SMC to prepare its 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;
- To further SMC's adopted goals in the area of promoting student success, advancing academic excellence, developing community partnerships, and providing a supportive physical environment;
- To create a state-of-the-art satellite campus that conveys SMC's commitment to providing the best possible educational environment;
- To develop a campus plan that demonstrates the College's commitment to the use of sustainable resources and energy efficient building standards;
- To incorporate technology to support campus self-sufficiency, to exert a direct influence on traffic and parking mitigation, and to enhance learning and teaching opportunities.
- To create an organized and unified development plan that concentrates development in a manner that maximizes both educational space and open space;
- To create a campus that can accommodate all of its parking needs onsite; and
- To manage the College's overall expansion by establishing and operating largely self-contained satellite campuses such as is envisioned for the Bundy Campus.

6.3 Existing Phase Master Plan Guidelines

(Appendix F)

6.3.1 Design and Development Principles

SMC has adopted a comprehensive set of design and development principles within its Master Plan adopted in 1998. The existing phase of the Bundy Campus incorporates these principles:

Image: Establishes the campus as a jewel in Santa Monica's crown of city-wide educational, cultural, and recreational resources.

Traffic: Vehicular traffic on commercial rather than residential streets.

Parking: Parking self-sufficiency.

Separate Incompatible Flows: Separate automobile and pedestrian traffic flows.

Open Space: Formal and informal gathering spaces; variety of aesthetic and functional spaces for diversity of users and uses.

Landscape Heritage: Enhance the plant diversity.

Zones of Development: Develop a clearly defined and easy to use campus.

Satellite Campus: Stand-alone and self-sufficient.

Interaction: Encourage interaction and communication among faculty and across disciplines; create opportunities for faculty and student interaction.

Cost-Effective Use of Space: Space allocation on the basis of functional requirements; co-locate blocks of similar space; cluster offices; group similar labs together.

Connectivity: Universal access and connectivity; satellite self-sufficiency; exert a direct influence on traffic and parking mitigation; enhance learning and teaching opportunities.

Funding: A funding strategy that recognizes current resources.

Context: Sensitive planning to the College's surrounding neighbors.

Community Resource: Accessible public amenities.

Overall: Mitigating potential impacts that result from future development at the College.

6.3.2 Building Massing

The existing four-story and two-story buildings will remain the same size and shape.

6.3.3 Roads, Site Access & Parking

The Existing Phase Master Plan roads, site access & parking are the same as those described in Section 4.2.1.

6.3.4 Infrastructure & Technology

The Existing Phase Master Plan infrastructure and technology is the same as those defined in Section 4.2.2.

6.3.5 Open Space/ Landscaping

The Existing Phase Master Plan open space and landscaping are the same as those defined in Section 4.2.3

6.3.6 Student Population

For the fall 2005 semester, SMC conducted 127 credit classes at the Bundy Campus. The total enrollment for these classes was 3,439 students. The total unduplicated headcount for these classes was

2,104 students. About 40% of the students attending classes at the Bundy Campus took more than one class at the Bundy Campus site.

6.3.7 Educational Programs

The Existing Phase Master Plan calls for a predominantly self-contained campus and includes both general education and program specific classes. General Education, Continuing Education, and Non-Credit courses were available during the summer session that began on July 6, 2005. Early Childhood Development, Teacher Education, and Nursing & Health Science classes were added to the fall 2005 offering at the campus.

6.3.8 Building Utilization

The renovated four-story building provides space for 16 classrooms, multi-purpose rooms, and office uses. The two-story building on the east side of the site may be used on an interim basis for offices, student services, community education, storage or leased for other purposes consistent with current zoning.

6.3.9 Community Amenities

SMC is making its multi-purpose room and other campus amenities available to the community. The multi-purpose room is equipped with advanced projection and speaker systems, and seats up to 100 persons. The room flows into an open outdoor patio and garden area. Ample parking is available.

6.4 Interim Phase Master Plan Guidelines
(Appendix H)

6.4.1 Principles and Issues

All issues with the exception of site access and renovation to the four-story building are the same as those listed in Section 6.3.

The phasing of specific components in the Master Plan may vary depending on funding.

6.4.2 Roads, Site Access & Parking

In response to a request by the Los Angeles Department of Transportation, additional traffic studies were performed in spring of 2006 after the opening of the campus. These studies suggested that a new driveway and left-turn signal were warranted for incoming traffic onto campus from Bundy Drive northbound. A new entry drive was designed at the northeast corner of the Bundy Campus to reduce congestion that might occur at Stanwood Drive if the signal aligned with the current driveway. This new driveway is shown as “6” on *Appendix H*.

Due to limited space between the existing two-story building and the north property line, the drive from the new driveway is designed with a sharp turn to the south upon entering the site and connects to the existing southeast drive. The fourteen parking spaces at the upper

level of the site are eliminated to provide for the driveway. 594 surface parking spaces remain.

6.4.3 Building Utilization

In addition to the existing 16 classrooms, multi-purpose rooms and office space, continued renovation of the four story building will provide four additional classrooms, faculty offices, and support spaces. The two-story building on the east side of the site may be used on an interim basis for offices, student services, community education, storage or leased for other purposes consistent with current zoning.

6.5 Final Phase Master Plan Guidelines

(Appendix J-1)

6.5.1 Design Principles

The current configuration of the site creates two separate parts: upper (east) and lower (west). This division prevents interaction between building users and is inhospitable to those with physical limitations.

The existing East Building does not meet current accessibility requirements and the structural grid does not support the typical 30-seat classroom configuration. Due to these use-limiting factors, the East Building will be demolished and replaced with a new building closer to the existing four-story West Building.

The placement of the New Building in close proximity to the existing four-story West Building creates a synergy between the two buildings. The area between the two buildings becomes a pedestrian friendly green space.

The future building will house classrooms, faculty offices, and support services. Program analysis and new accessibility and modernization standards suggest a building of similar size (adjusted to 38,205 square feet in order to meet current accessibility and modernization standards) to the existing East Building slated for demolition. The building will be energy efficient and will utilize U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Rating System approved technologies.

6.5.2 Building Massing & Design Aesthetic
(Appendix J-2)

The existing four-story concrete and glass building (the West Building) will remain. The replacement two-story building is proposed to be the same general size (38,205 square feet with approximately 19,000 square feet per floor) as the existing East Building.

The aesthetic of the new building will complement the existing West building and will be energy efficient in design.

6.5.3 Site Access & Parking

The Bundy Campus is expected to have up to six points of vehicular access:

S. Bundy Drive

The final master plan phase continues to show an entry only driveway at the northeast corner of the property off Bundy Drive. Circulation of northbound Bundy Drive traffic will continue to be controlled by a street signal and left turn lane. With the removal of the existing two-story building, adequate width is available on the north side of the site to support a pedestrian sidewalk and a 28' wide drive, which includes a dedicated bicycle lane.

The existing driveway on the south will be modified to accommodate a dedicated bicycle lane and single exit lane onto Bundy Drive at the southeast corner of the site.

It is anticipated that the bus stop on Bundy Drive will be relocated to the north of the Bundy Campus and remain in close proximity to the site. Pedestrians will enter the site via the north drive sidewalk while an accessible lift is proposed just south of the north driveway.

The northeast corner driveway is labeled as “6” and the southeast drive is labeled as “3” on *Appendix J-1*.

Airport Avenue

The College intends to secure access from the site to Donald Douglas Loop South. Once access is secured, the two additional historical access points to Airport Avenue along the Bundy Campus’ north edge would not be used on a regular basis. The historical access points are labeled “1” and “2” on *Appendix G-1*. The Donald Douglas Loop South access point is labeled as “5” on *Appendix J-1*.

Stewart Avenue

The Bundy Campus has access to Stewart Avenue. The College will not use Stewart Avenue for faculty, staff, student, visitor, or vendor ingress or egress to the Bundy Campus. The Stewart Avenue access is controlled by a gate which shall only be opened in an emergency or when necessary to perform routine maintenance activities on the wall or parkway west of the wall. When the gate is opened for routine maintenance activities, the College will have personnel present to ensure that faculty, staff, students, visitors, and vendors do not enter or exit the Bundy Campus through the Stewart Avenue gate. This access is labeled as “4” on *Appendix J-1*.

Parking

There will be a total of 780 parking spaces on campus. The majority of the parking provided on site is surface parking (550 spaces). In order to reduce the impact of additional parking, an underground parking garage containing approximately 230 spaces is proposed. The College has completed a traffic study that has confirmed that proposed parking numbers are adequate to serve campus needs. College programs will be scheduled to insure that adequate on-site parking will be provided at all times.

6.5.4 Infrastructure & Technology

Sewer

The New Building will connect to the sewer near the southwest corner of the facility. A pump station would be required if sewer service is required for the underground parking area. The existing sewer to the East Building will be abandoned easterly of the New Building. *(Appendix K-1)*

Storm Drain

The existing storm drain serving the east parking lot at the East Building will be removed in connection with demolition of the East Building. Portions of the new paving will be pervious. This permeable paving along with other natural storm water collection systems will regenerate under ground water tables. Some portions of the new site and the existing site that remains will continue to drain via sheet flow to the existing gutters. A sump pump will be required to drain subdrains at the underground parking area. *(Appendix K-2)*

Water

The domestic water connection to the East Building will need to be capped in connection with demolition of this building. One additional hydrant may be required at the northeast corner of the New Building by the Los Angeles City Fire Department. This may be connected to the existing 10" fire service if the total volume required by the Fire Department does not exceed the 5,000 GPM capacity of the 10" service.

The proposed New Building will likely require a 4" domestic connection. This may be connected to the existing 6" main if the total volume of the New Building and the existing West Building (which requires 120 GPM) does not exceed 400 GPM. *(Appendix K-3)*

Electrical

The power connection to the East Building will need to be removed in connection with the demolition of this building.

The new building will require on the order of 750-amp service at 480 volts. The extent of new conduit needs will be determined during the design phase. *(Appendix K-4)*

Gas

The gas service to the East Building will be removed in connection with the demolition of the building. The New Building will require on CFH at medium pressure. The extent of new conduit needs to be determined during the design phase. *(Appendix K-5)*

Telephone/ Information Technology/ Security

Incoming campus telecommunications service to the New Building will be distributed from the MDF in the West Building. Connectivity of the new East Building to the MDF will utilize the existing duct bank on the north side of the campus and require new conduits between the existing pull box at the east end of the duct bank and the Building Distribution Frame (BDF) in the new East Building. *(Appendix K-6)*

6.5.5 Open Space/ Landscaping

Perimeter

The Final Phase design will add Madrone *(Arbutus unedo)* and other evergreen California native species where spaces are available. Arbutus, particularly, provides much needed shade, a strong sculptural form, and adds bio-diversity.

Parking Lot

While existing parking lot trees on the west side of the existing West Building will remain in place, the existing Australian Willow trees in the east parking lot will be replaced with much needed summer shade trees, such as California Sycamore *(Platanus racemosa)* and Tipu Tree *(Tipuana tipu)*.

The existing pedestrian walkway accented by Jacaranda Trees will extend in the east side of the New Building with continuous colorful groundcovers such as Trailing Lantana, Daylily, and Fort-Night-Lily.

Plantings Adjacent to Buildings

At the Final Phase, planting around the New Building will have similar plant palette as the renovated West Building. The use of grass (turf) is appropriate in these areas, given some of the structural issues present with an underground parking lot. These areas should be inviting throughout the year as students move in and out of the building. The Bird of Paradise and colorful Flax will provide consistent texture and interest throughout the year. Similarly the use of colorful Flax and flowering groundcovers such as Trailing Lantana in the entrance areas will require little maintenance and be a strong accent along the walkways and in gathering areas.

Demonstration Planting Area

A demonstration garden will be developed on the South Bundy Drive side of the property. It will consist of drought tolerant native California plants. A garden of oak trees, sages, fescues and sycamores will be planted, reflecting the commitment of the College to horticultural diversity, environmental sensitivity, and educational outreach for the community and the region.

Irrigation

To promote water conservation, a sub-surface drip irrigation system or reservoir drip irrigation system will be provided wherever possible. Additionally, overhead spray irrigation will assist in assuring even water distribution for various planter and turf areas.

6.5.6 Student Population

Student population for the Bundy Campus site will vary but will not exceed the capacity of the site taking into account parking, classrooms, library, safety, security, telecommuting, scheduling, and other relevant issues.

6.5.7 Educational Programs

In addition to allocating growth space for the programs identified in Section 6.4.6, the SMC Faculty & Staff Steering Committee identified future program candidates for the Bundy Campus based on the current programs need to grow and/or modernize and its ability to function as a primarily stand-alone program at the campus. The identified candidates include three Communications programs: Cinema, Journalism, and TV Broadcasting. Fashion & Merchandising was identified as a potential program candidate as this program is currently in need of additional, modernized space.

6.5.8 Building Utilization

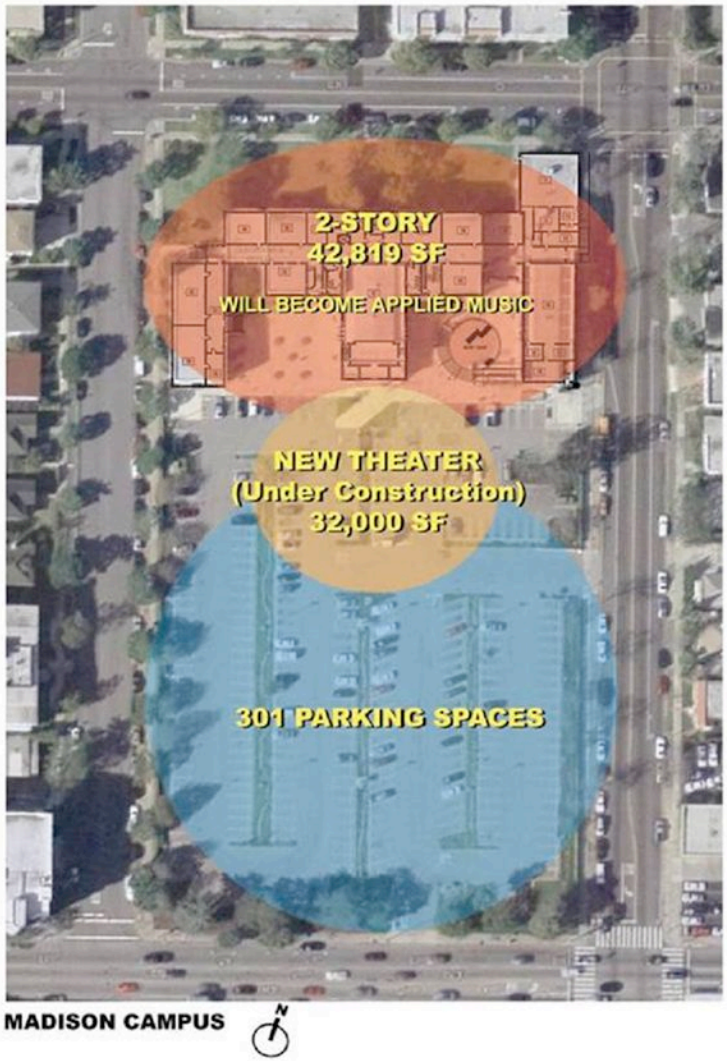
The renovated four-story building will continue to provide space for educational, multi-purpose, and office uses and for public programs. The new two-story building will also provide space for educational, multi-purpose, and office uses. A specialized screening room may be provided in support of educational and public programs.

6.5.9 Community Amenities

SMC will continue to make the multi-purpose room and other campus amenities available to the community. The new replacement two-story building may include resources that can also be made available for community use. For example, the new building may contain a small screening room to support the Cinema program of the Communications Department, which would be available for community use. The demonstration gardens and sustainable irrigation systems are also intended for public education and outreach.

ENLARGED AERIAL OF SANTA MONICA CAMPUSES & SITES

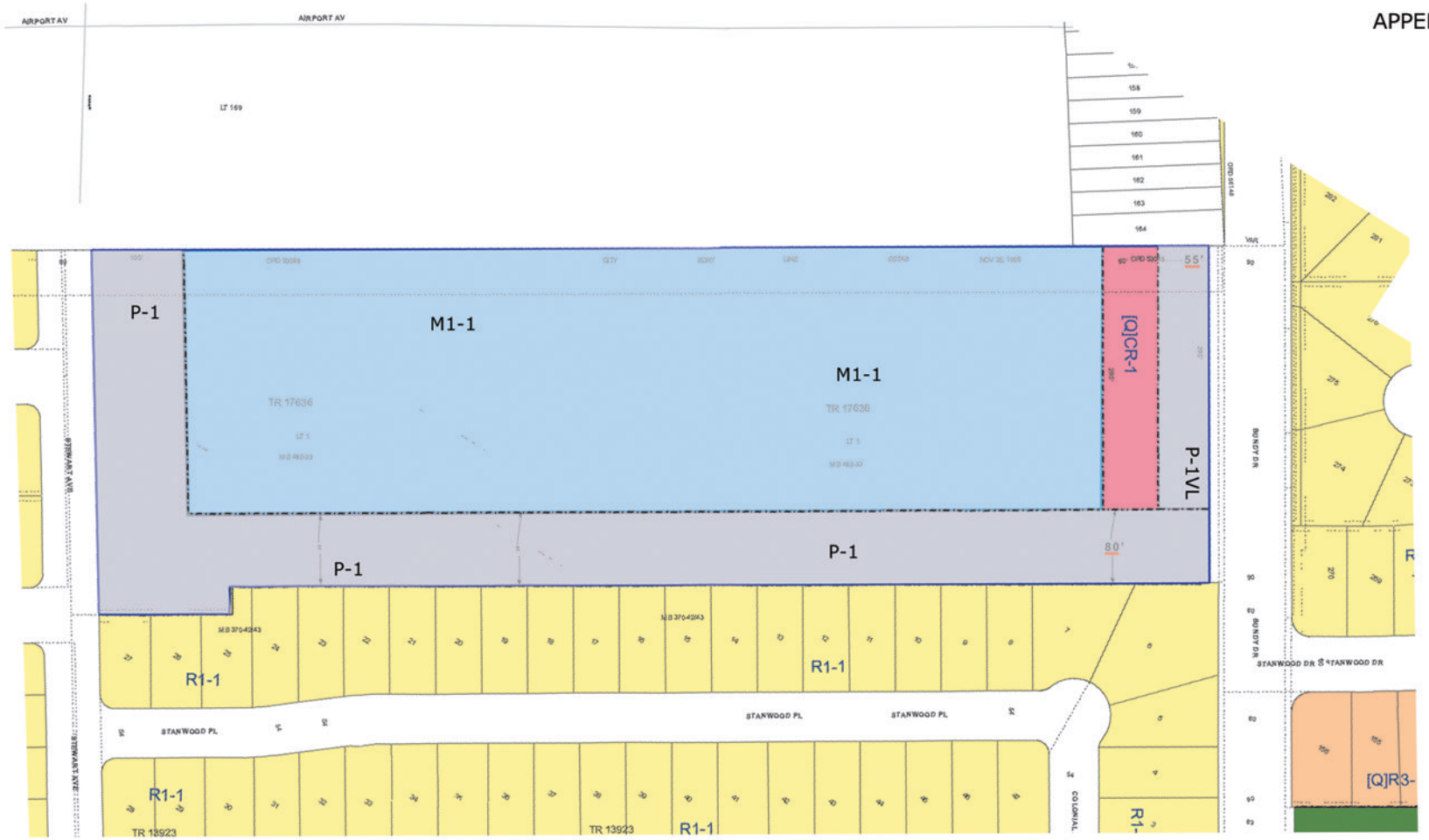
SANTA MONICA CAMPUSES SITE PLAN



MADISON CAMPUS

ACADEMY OF ENTERTAINMENT AND TECHNOLOGY CAMPUS

SANTA MONICA CAMPUSES SITE PLAN



Generalized Zoning

- OS
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, R4, R5
- ADP, C1, C1.5, C2, C4, C5, CR, CW, LASED, WC
- CM, MR, CCS, M1, M2, M3, SL
- P, PB
- PF
- HILLSIDE

Property Information

Address:	3200 S STEWART AVE
APN:	4247001900
Tract:	TR 17636
Block:	None
Lot:	FR LT 1
Arb:	None
PIN #:	117B153 695
Zoning:	M1-1, P-1, P-1VL, [Q]CR-1
General Plan:	Limited Manufacturing

N W E S

LOS ANGELES CITY PLANNING DEPARTMENT

M 1-1 Limited Industrial

R1-1 Single Family Residential

(Q)R3-1 Multi-Dwelling Residential

(Q)CR-1 Limited Commercial (Qualified)

P-1 Automobile Parking

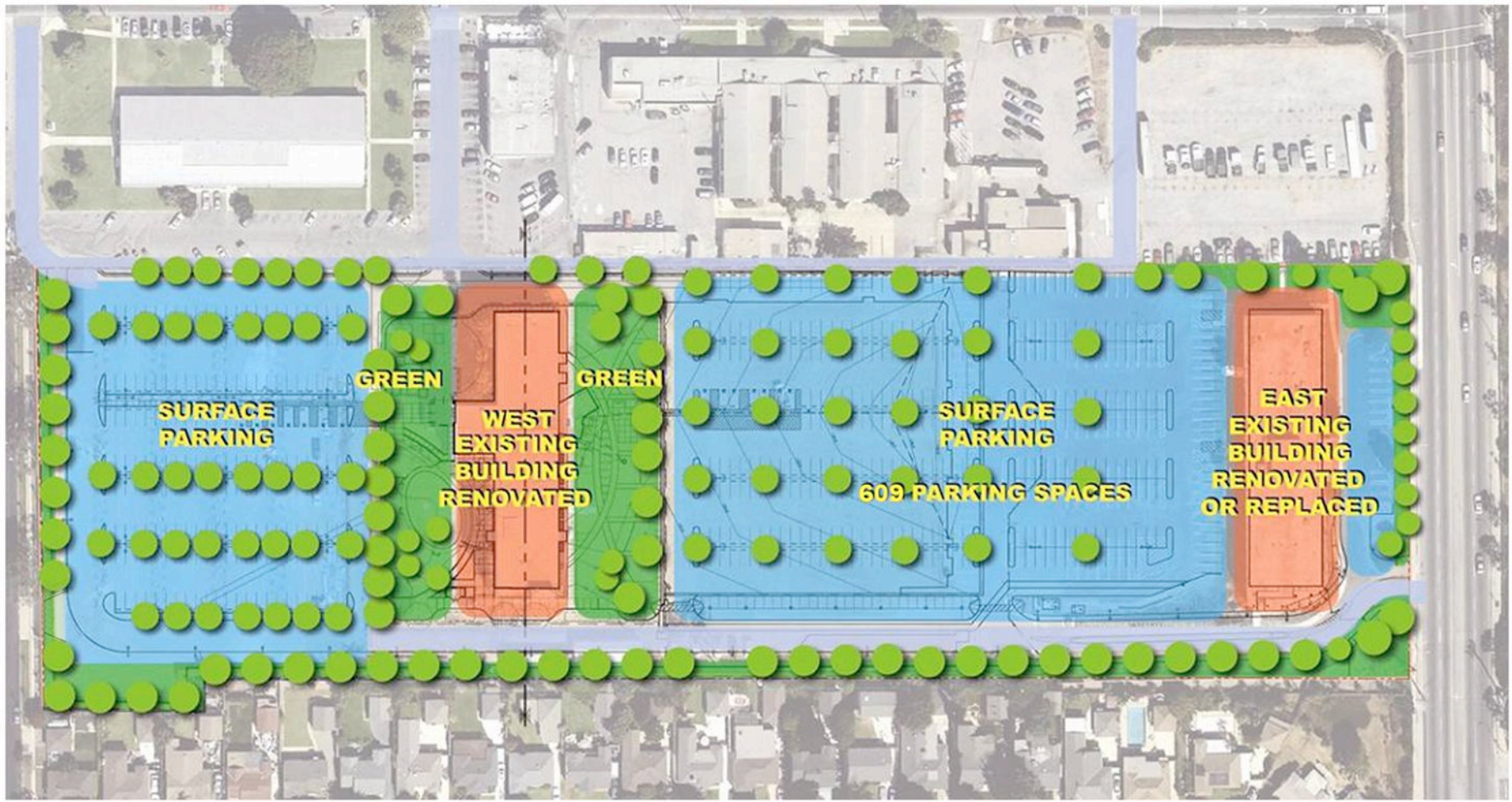
Parking and subterranean parking

P-1VL Automobile Parking, Very Limited

Parking and subterranean parking

PROJECT NORTH

SITE ZONING



STUDY OPTION A - SURFACE PARKING

STUDY OPTION B - COLLECT SURFACE PARKING INTO STRUCTURED PARKING

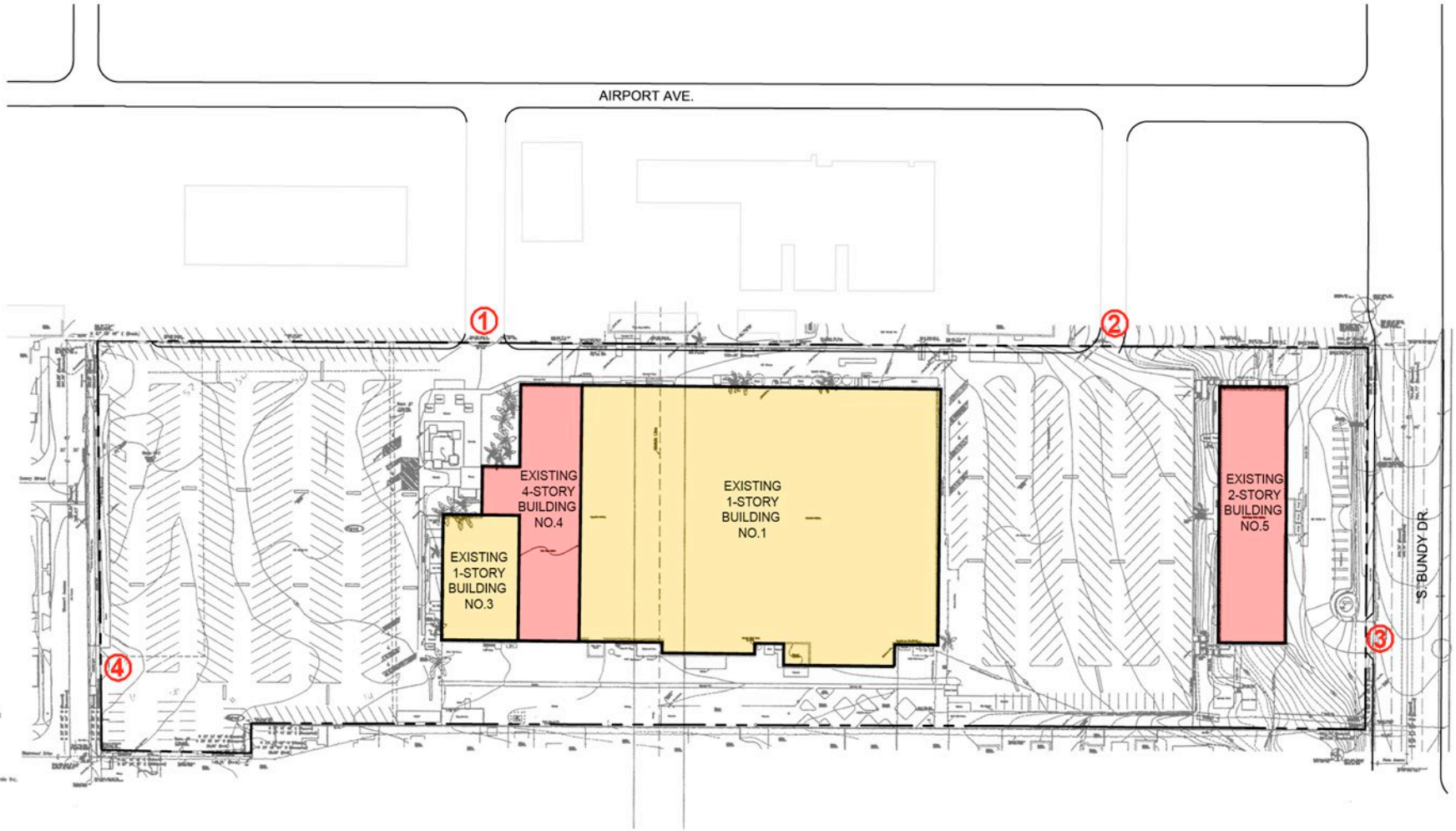
STUDY OPTION C - SHUTTLE PARKING & SURFACE PARKING CONSOLIDATED IN PARKING STRUCTURE

Santa Monica College Bundy Campus Master Plan
Community Visioning Session - Community Response
Tuesday - March 29, 2005
7:00 pm to 9:00 pm

	CONCERNS	QUESTIONS	SUGGESTIONS
Traffic	* Airport Campus/SMC traffic impact in conjunction with other area development projects * Traffic impact to residential neighborhoods (quantity, safety, speed, etc.) * Trips per day within the area are already greatly exceeding the City's capacity * Existing and increased gridlock on surrounding streets * Existing traffic around SMC Main Campus with students parking in street vs. on campus * Construction traffic	* If SMC gains access to Airport Avenue, how will the college minimize traffic to 23rd Street? * What can SMC do to prevent gridlock on the streets around the Airport Campus? * Where are the entrance & egress locations? * What is the present traffic capacity presently for Airport Blvd., 23rd Street & Centinela Ave.? * How many car trips per day are anticipated for the Airport Campus? * Will the Campus provide traffic control? * How will the Santa Monica College Board and City Council address the traffic? * What are the approval procedures for traffic solutions? * What is the EIR status on traffic? EIR schedule for this project? What is the environmental impact of increased traffic? * Will Airport Avenue be widened?	* Regional approach to traffic mitigation; SMC & City collaboration over use of roads / capacity * Stop building; mitigate existing gridlock and traffic into surrounding residential neighborhoods * Existing traffic conditions should dictate what programs go to the campus * Airport Avenue access * Proportionally limit traffic to 23rd St. / block access to 23rd Street * Transportation alternatives / incentives: cross-town public transportation, Dash, light rail, loaner bicycles, bikeway connection, carpooling * Consider Disneyland parking model * Run shuttle on main arteries versus residential streets * Circulation / Ingress & Egress: - One-way; Airport to Centinela Ave. - Entrance to Campus from Centinela Ave. only - Buses / cars to use Centinela, Bundy, Pico
Parking	* Parking garage security * Student parking in residential neighborhoods * SMC is moving parking problems from the Main Campus to the Airport Campus * Addition of 650-space shuttle garage on the Airport Campus * All designated college parking spots are only available to permit holders; if a student doesn't have a permit or can't afford one, they will seek out spaces of other airport tenants or residential streets	* What is the projected student population for the Airport Campus? * Is a parking structure needed now that a structure has been built on the Main Campus? * Will students have to pay for parking on the Airport Campus? * Will there be enough parking spaces on the Campus to accommodate the students?	* Community access to parking / kiosk with neighborhood permit access * Build shuttle parking outside city limits and shuttle into SMC sites * Construct shuttle parking lot near the freeway * Preferential parking for local residents * Include a law enforcement representative in future meetings to explain how parking regulations can be enforced
Green Space	* Potential delay to the City approved park due to SMC shuttle lot proposal - opposed to delay * Heat Island effect * Impact of jet fuel on green spaces * Security of green space	* What is the air quality of playing fields on top of a garage?	* Maximize real green area * Professionally designed landscape with pathways, trees, flowers, open space / quads, seating / benches, community gardens that is in balance with the parking areas * Community access to walking & jogging paths within green space * Provide a barrier on the north side of the campus * Provide more regulation-size playing fields and use green space on the Airport Campus for multi-use fields using "field turf' * Other suggested amenities: arboretum, dog park, sculpture garden, xeriscape, baseball diamond, concerts in the park
Programs/ Amenities	* Programs causing increased traffic in area * Community access * Hours of operation	* None	* Stand-alone / self-contained programs to minimize cross-campus traffic * Self-contained Campus with GE requirements provided * Programs that don't generate traffic * Expansion space for 2005 programs * Bring SMC administrative functions to Campus * Programs / Amenities: - Community Classes (Coin & Stamp, Gardening, Financial Planning) - Emeritus Classes - Physical Education / Gym open to community - Environmental program / alternative fuel technologies - Outreach to community members who are disabled, mentoring - Arts oriented classes - Children's programs (more interaction with JAMS & other K-12s) - Yoga classes
Other	* Air pollution from adjacent airport * Security for adjacent neighborhoods * Validity of community participation at this time in the process * Mistrust of the process / lack of SMC participation in this meeting	* How large will the Airport Campus grow? * What is the long-range plan for SMC growth / expansion? Is there a 2025 plan? * What is the time line for completing the Master Plan? * Do residents truly have a say in the future of this campus? * Will the Campus provide security? * Will SMC take an active role in eliminating jet traffic at the airport? Why is the College exposing students to jet fumes? * Will there be more development of the property after the initial building phase? * Is mitigation of contaminated soils and ground water required on Airport Campus based on previous owner (BAE Systems)?	* Limit growth on Main Campus * Hours of operations / limited & controlled * Sell property; no college programming * Develop other campuses outside Santa Monica * Include residents - early and throughout - the master planning/EIR process * Provide more advanced notice prior to community meetings

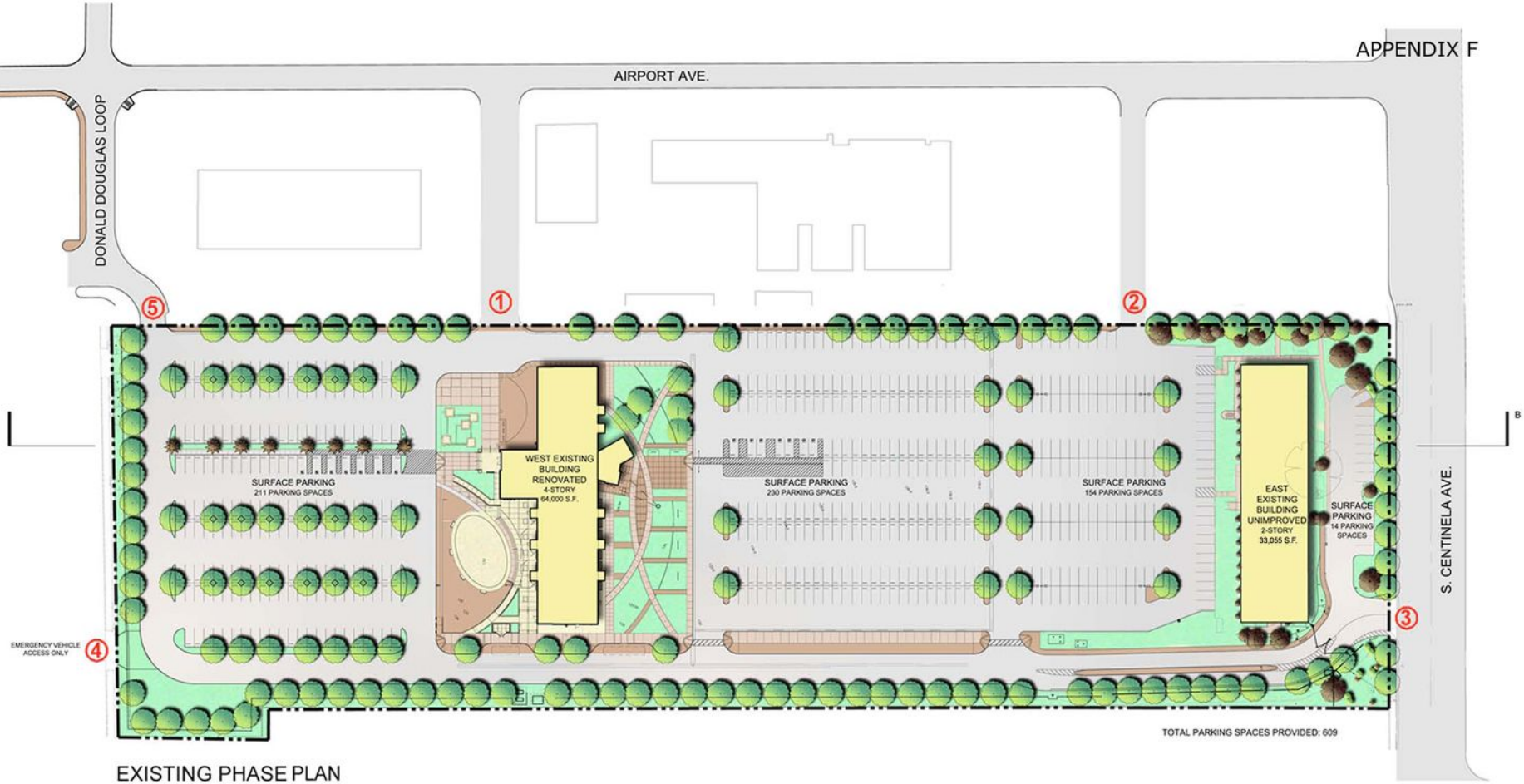
Santa Monica College Bundy Campus Master Plan
Community Visioning Session - Community Response
Wednesday - March 30, 2005
7:00 pm to 9:00 pm

	CONCERNS	QUESTIONS	SUGGESTIONS
Traffic	* Credibility of SMC dealing with traffic and parking since there are problems on the Main Campus * Student access to Campus * Previous traffic impact assessment took place on a holiday weekend - not a true representation of traffic volume and patterns	* What is the impact to Rose, Dewey & Colonial? * How many car trips are anticipated on a daily basis and how will SMC mitigate the car trips? * Will SMC put the Stewart gate closure (with emergency access only) in a deed restriction?	* Close Stewart gate by deed restriction * No traffic signal at Centinela driveway * Access Campus from Airport Avenue only, not Bundy / Centinela * Exit from Airport Avenue onto Centinela - north only * Light at Walgrove & Airport Ave. * Tunnel between Ocean Park and Airport Avenue * Incorporate transportation alternatives: light rail, people movers * Do not send buses through residential neighborhoods * Time traffic signals based on traffic volume
Parking	* No preferential residential parking * Student parking in residential neighborhoods * Cars speeding through residential neighborhoods	* How many entrances and exits are required for 1,200 parking spaces? * Why is additional green space planned for the SMC Main Campus and shuttle parking planned for the Airport Campus? * Do other SMC sites have their share of parking? * How many parking spaces are planned and will there be a cap on the number of students and parking spaces? * How will no student parking be enforced in the surrounding neighborhoods?	* No charge for student parking * Provide analysis to confirm adequate parking is provided on the site * No satellite parking on SMC Airport Campus / shuttle service from Main Campus to satellites * Subterranean parking preferred
Green Space	* Green space will lead to longer hours of operation and draw more cars to the site	* Who will manage the green space?	* Landscape to mitigate noise, pollution and fumes from the airport * Landscape as a visual screen / responsible placement of landscaping * Park-like environment * Include drought-tolerant plants to conserve water * No trees higher than 25'; do not block views from bluff hilltop * Enhance landscape along Centinela * Provide access to Los Angeles and Santa Monica residents * Green Space Amenities - Farmer's Market - Arboretum - Zen / serenity / sculpture gardens - Bike parking - Walk / exercise trail
Programs/ Amenities	* Campus will be open late into the evening (noise issue)	* None	* No classes past 9:00 pm * Quiet, stand-along programs * Administrative functions * Free classes for residents * Community meeting space * Childcare * Gym * Art classes * Yoga classes * Emeritus programs * Community-based programs (gardening, cooking) * Groundbreaking environmental education
Other	* Impact of Campus on neighborhoods * Safety and security * Loitering, graffiti and trash * Decrease in property values * Community involvement in the ongoing process * Water runoff at Stewart, Cabrillo, and Dewey - West Nile virus	* Why is SMC opening the campus to students this summer without a plan? * Why is SMC in Los Angeles / Mar Vista? * Is SMC open to another campus location? * What kind of security / patrol will be provided on the Campus? * Who do residents contact if there is a problem on the Campus (Santa Monica, Los Angeles)? * When will the EIR be completed for the project? * Will the City of Los Angeles be involved in this process?	* Provide an Airport Campus police phone line * Limit development to 0.5:1 FAR * Improve sidewalk along Centinela



BAE SYSTEMS - EXISTING CONDITIONS - 2001

PROJECT NORTH



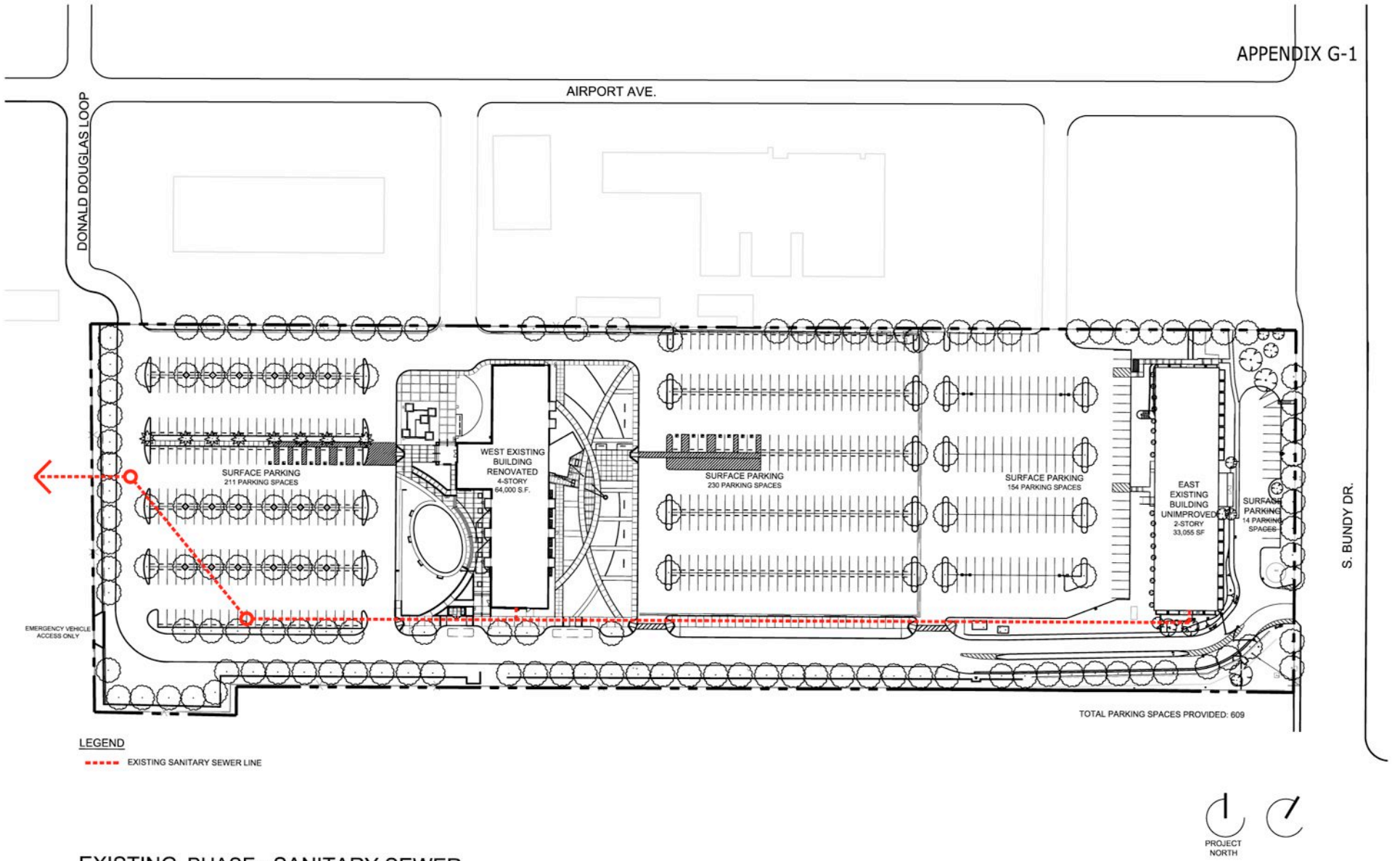
EXISTING PHASE PLAN

EXISTING PHASE SECTION

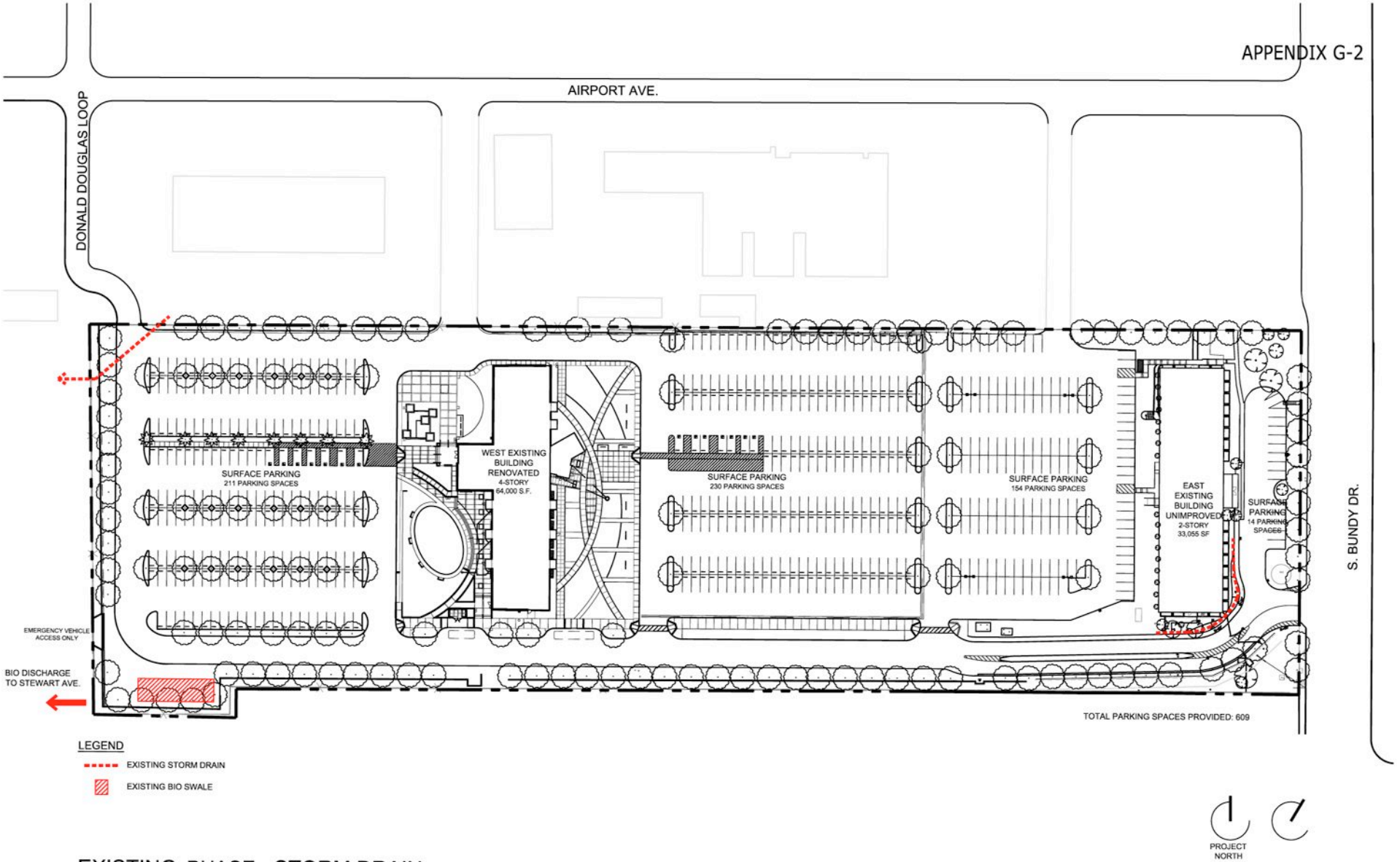
EXISTING PHASE MASTER PLAN - BUNDY CAMPUS

PROJECT NORTH

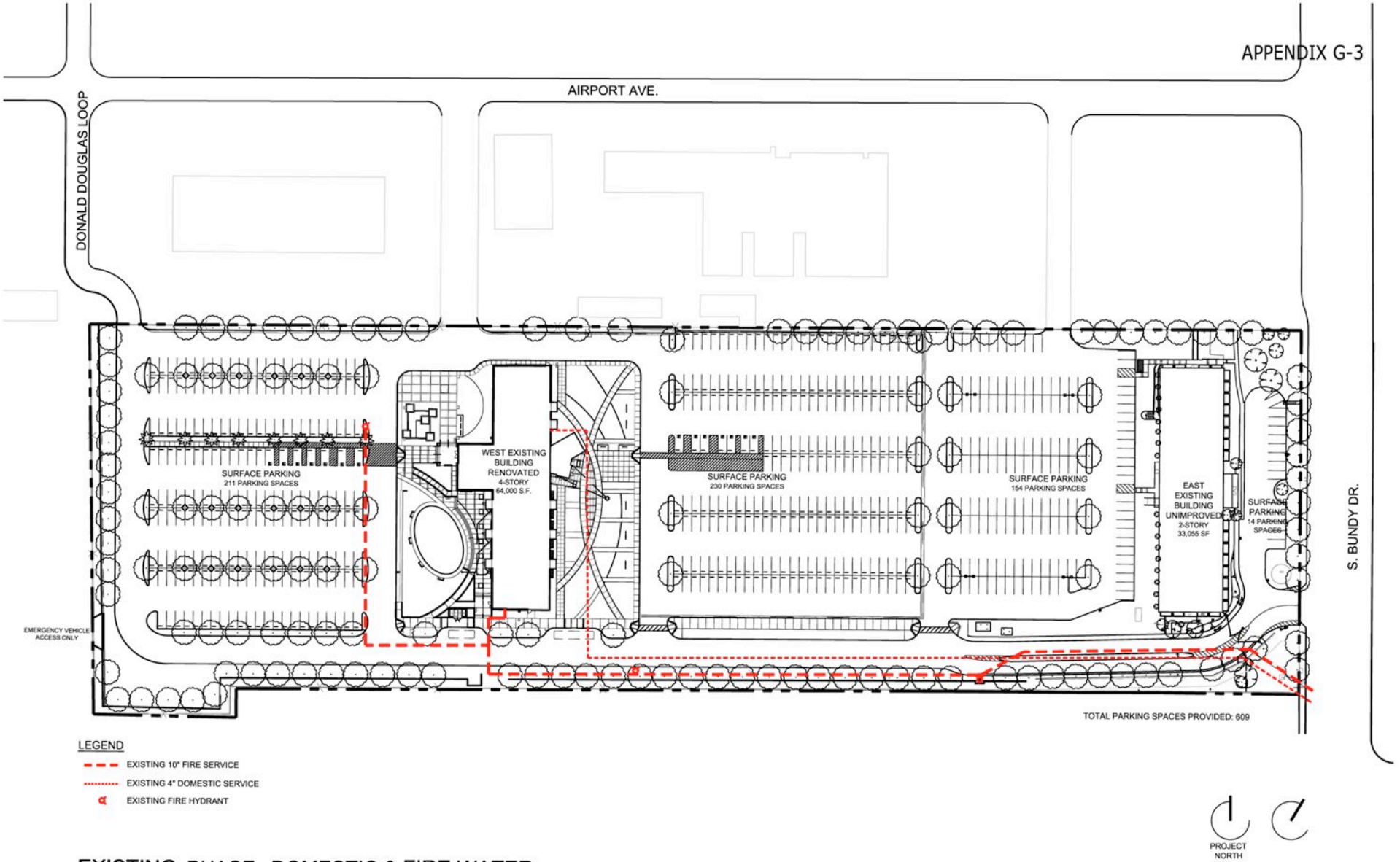
APPENDIX G-1



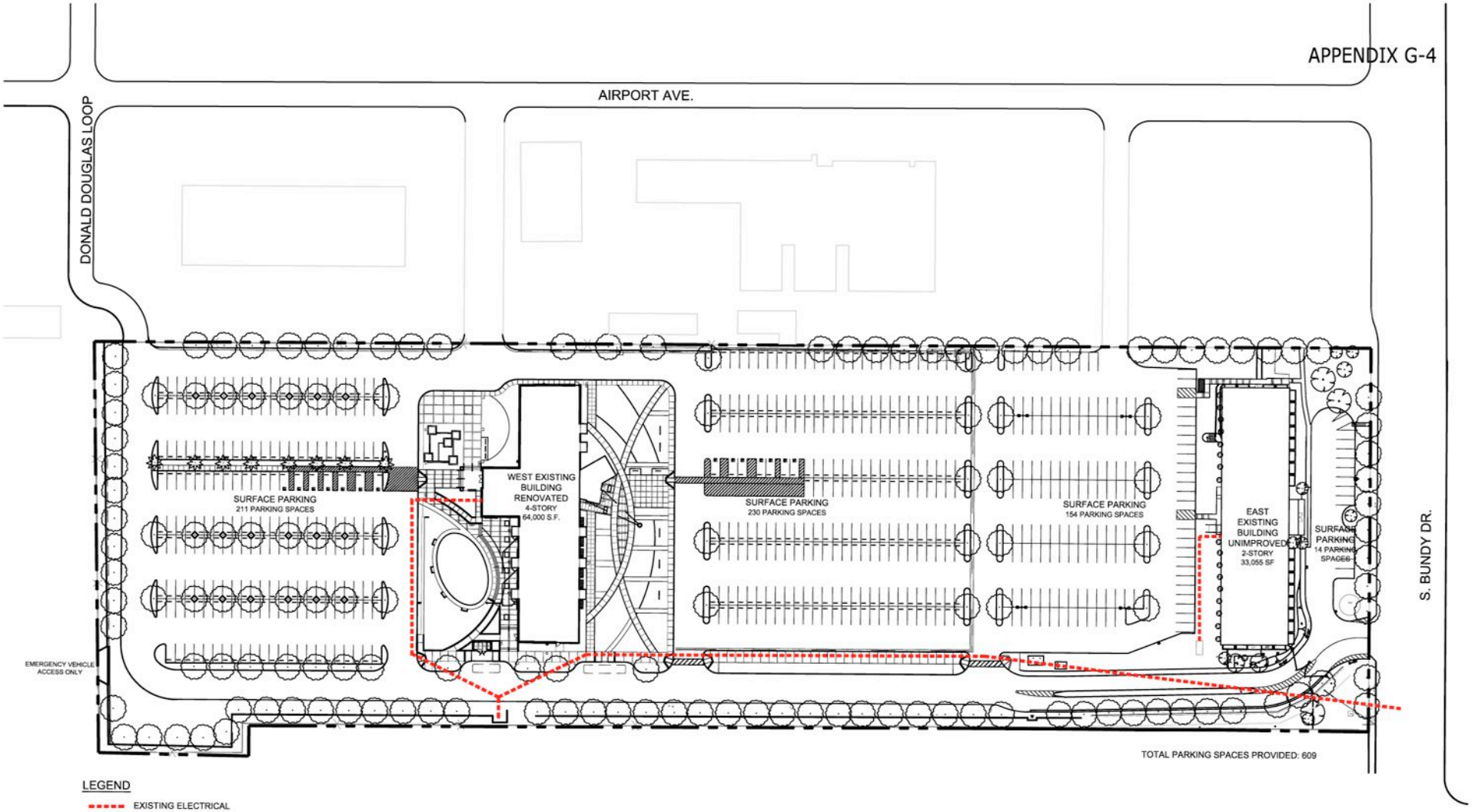
EXISTING PHASE - SANITARY SEWER



EXISTING PHASE - STORM DRAIN



EXISTING PHASE - DOMESTIC & FIRE WATER



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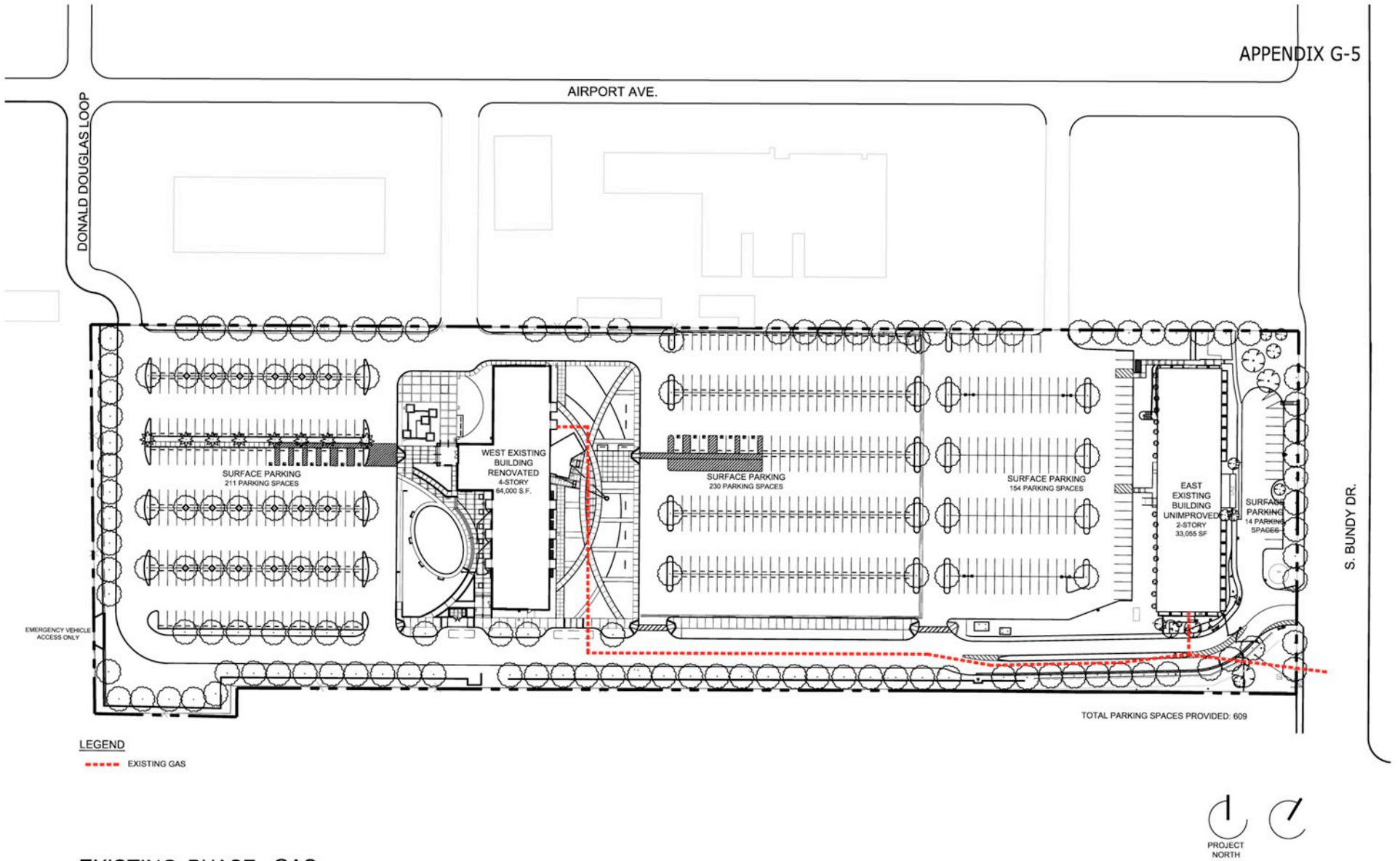

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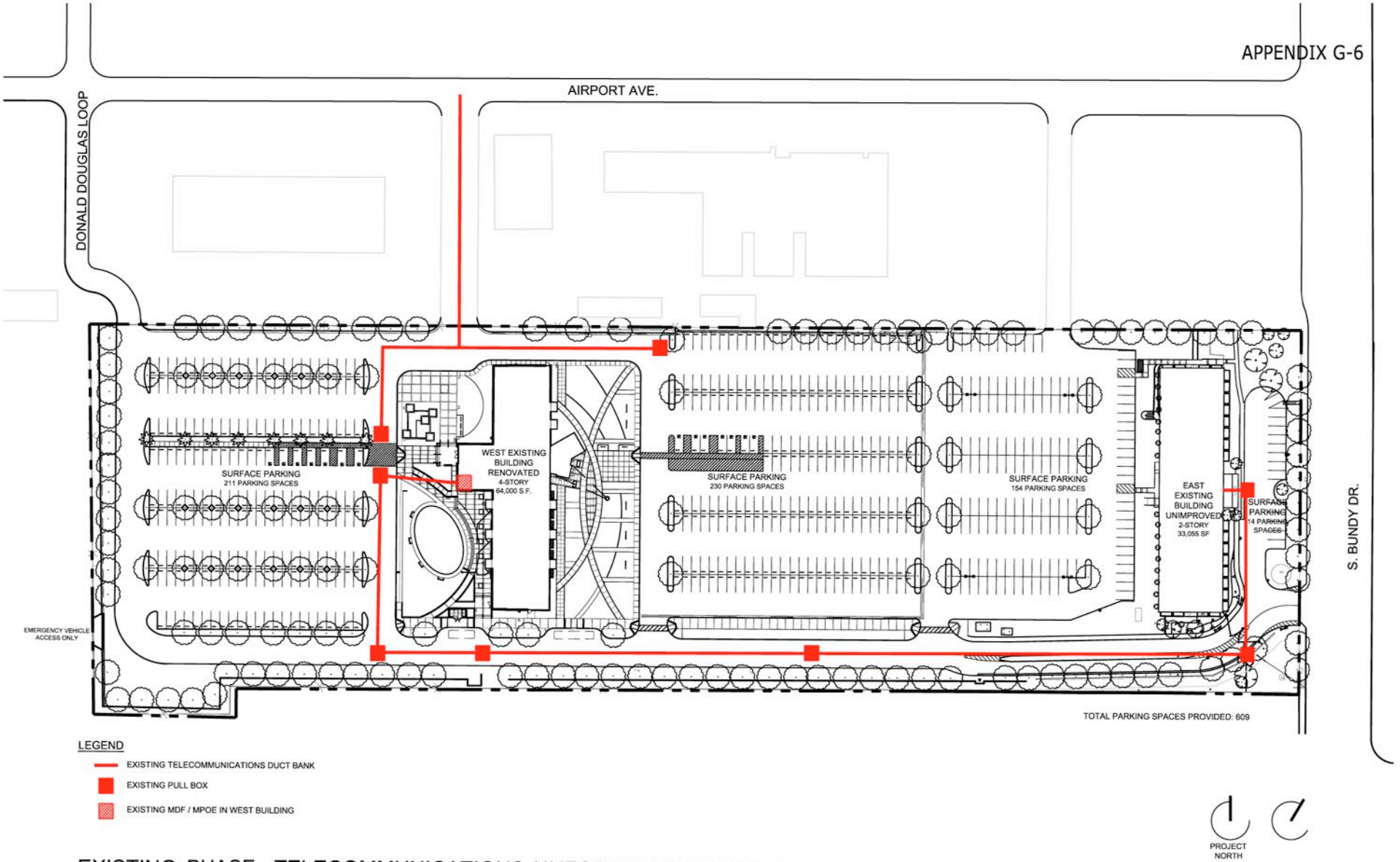
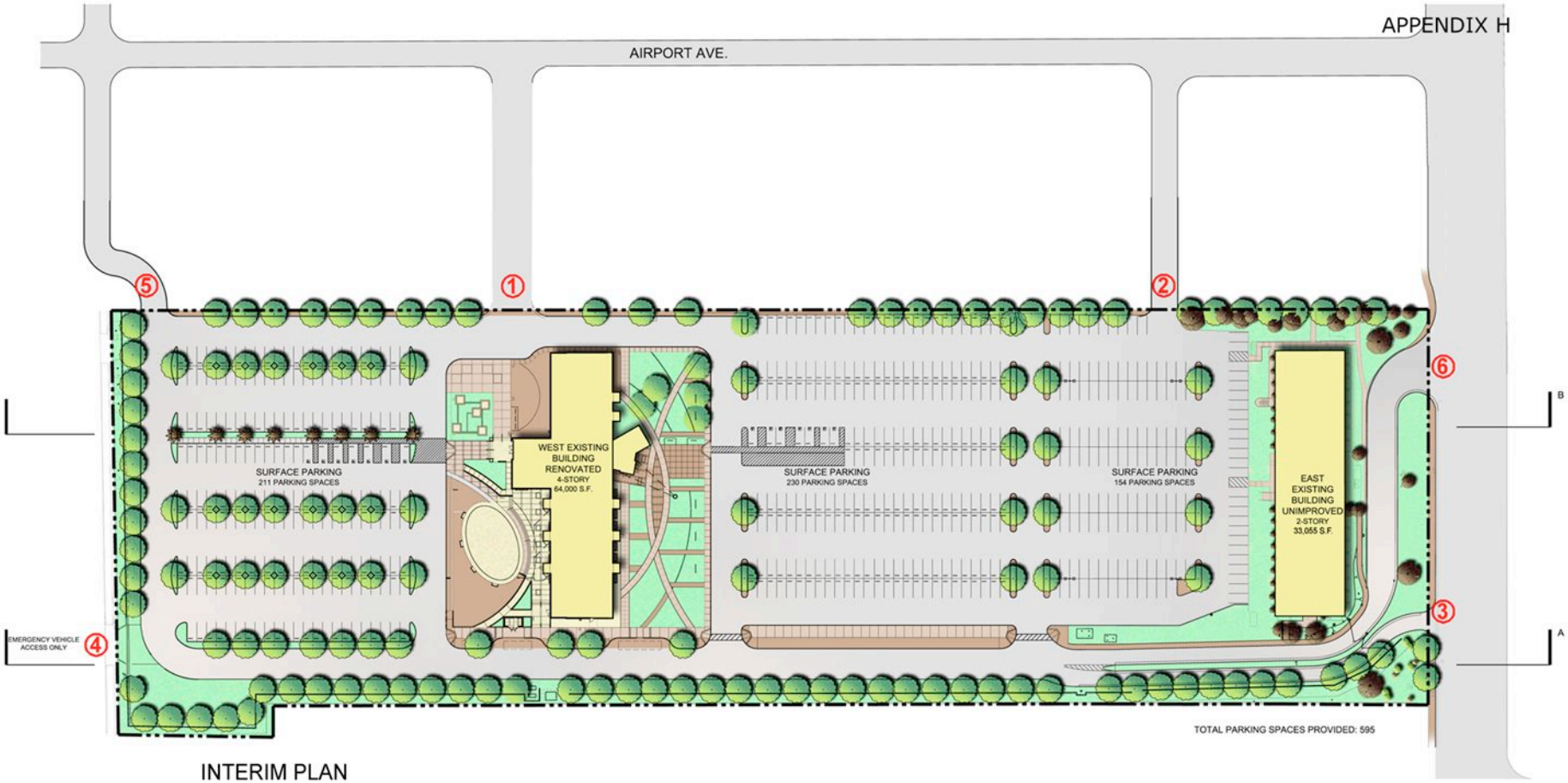


EXISTING PHASE - TELECOMMUNICATIONS / INFORMATION TECHNOLOGY / SECURITY



INTERIM PLAN

INTERIM SECTION

INTERIM PHASE MASTER PLAN - BUNDY CAMPUS

PROJECT NORTH

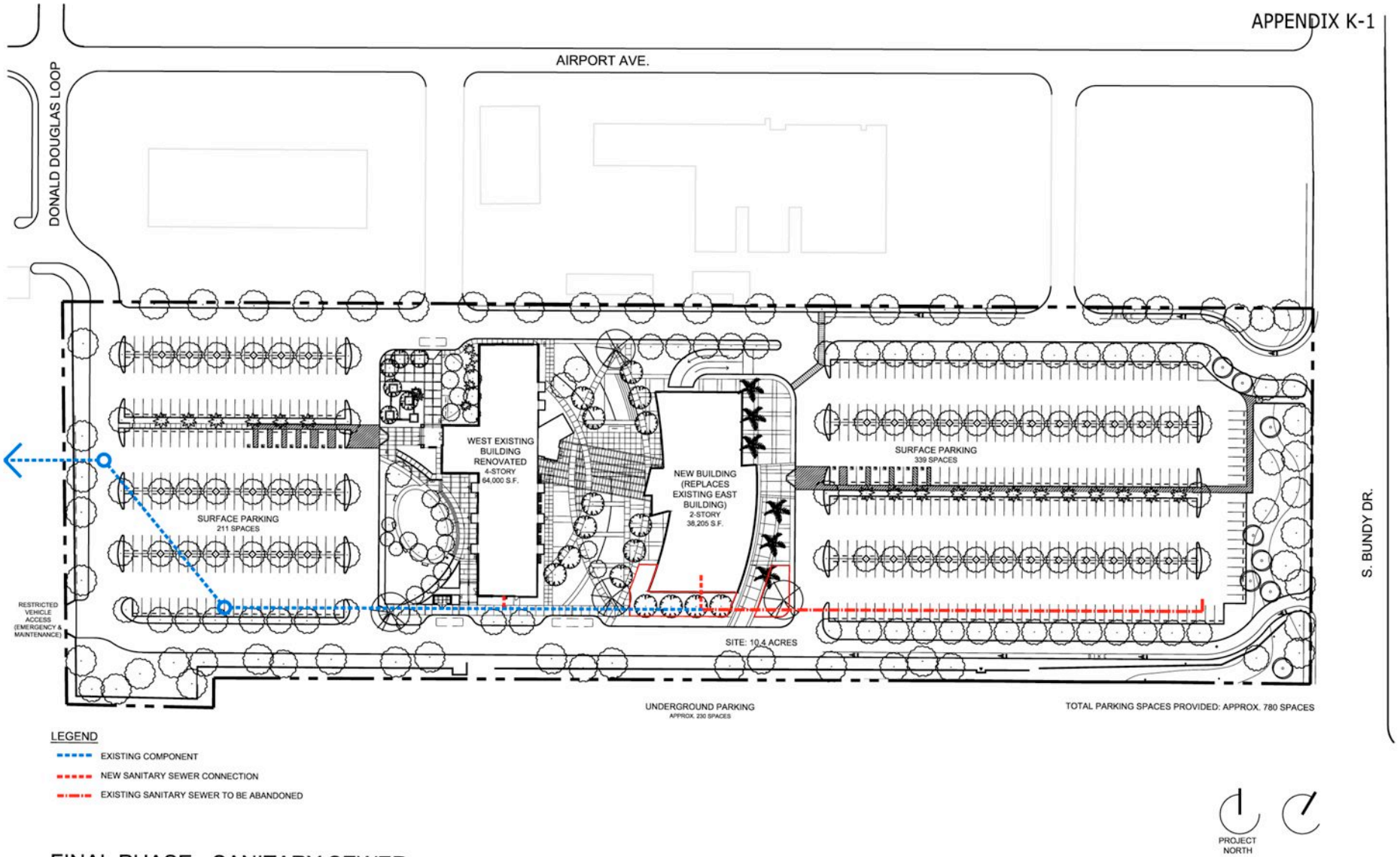
FINAL PLAN

FINAL SECTION

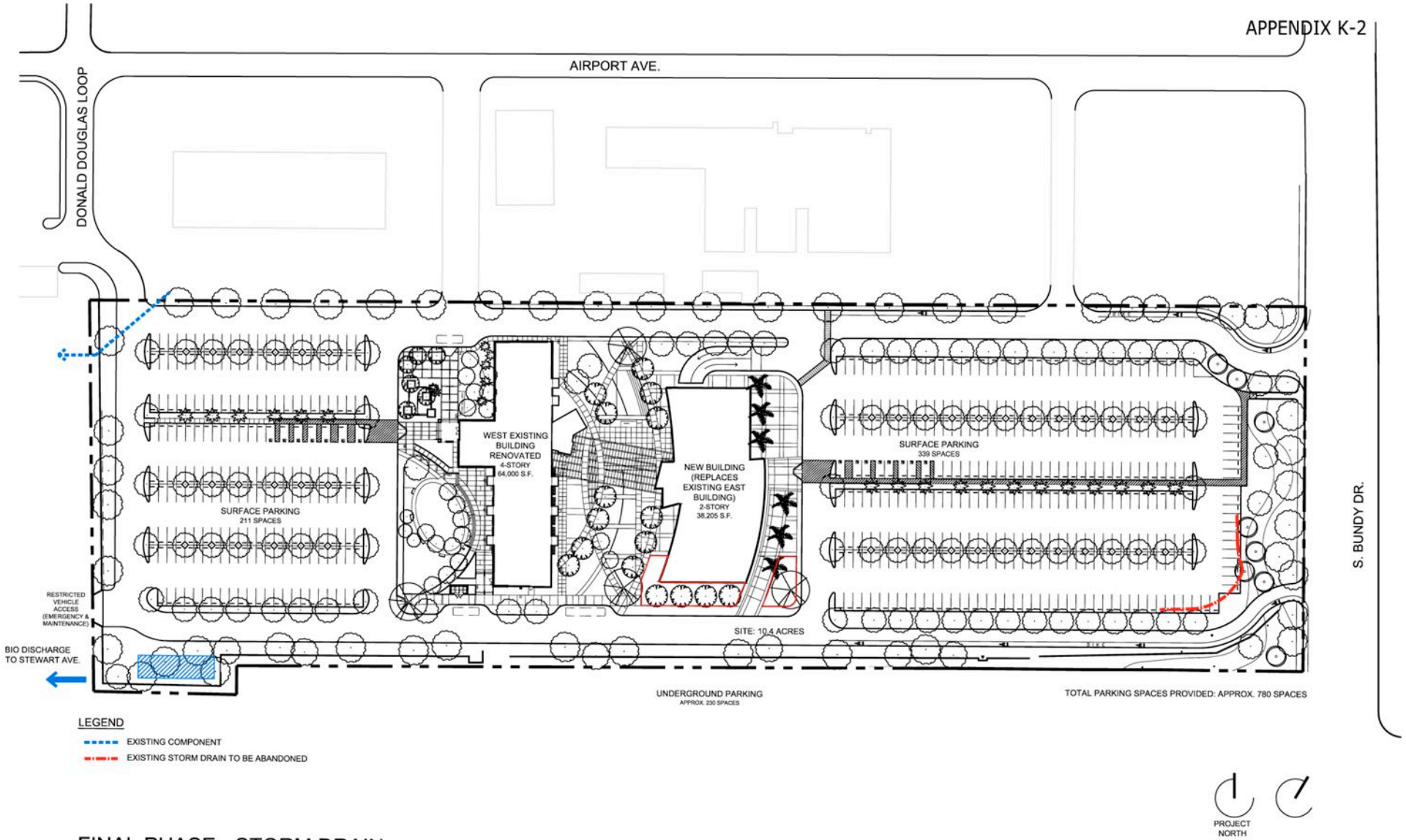
FINAL PHASE MASTER PLAN - BUNDY CAMPUS

PROJECT NORTH

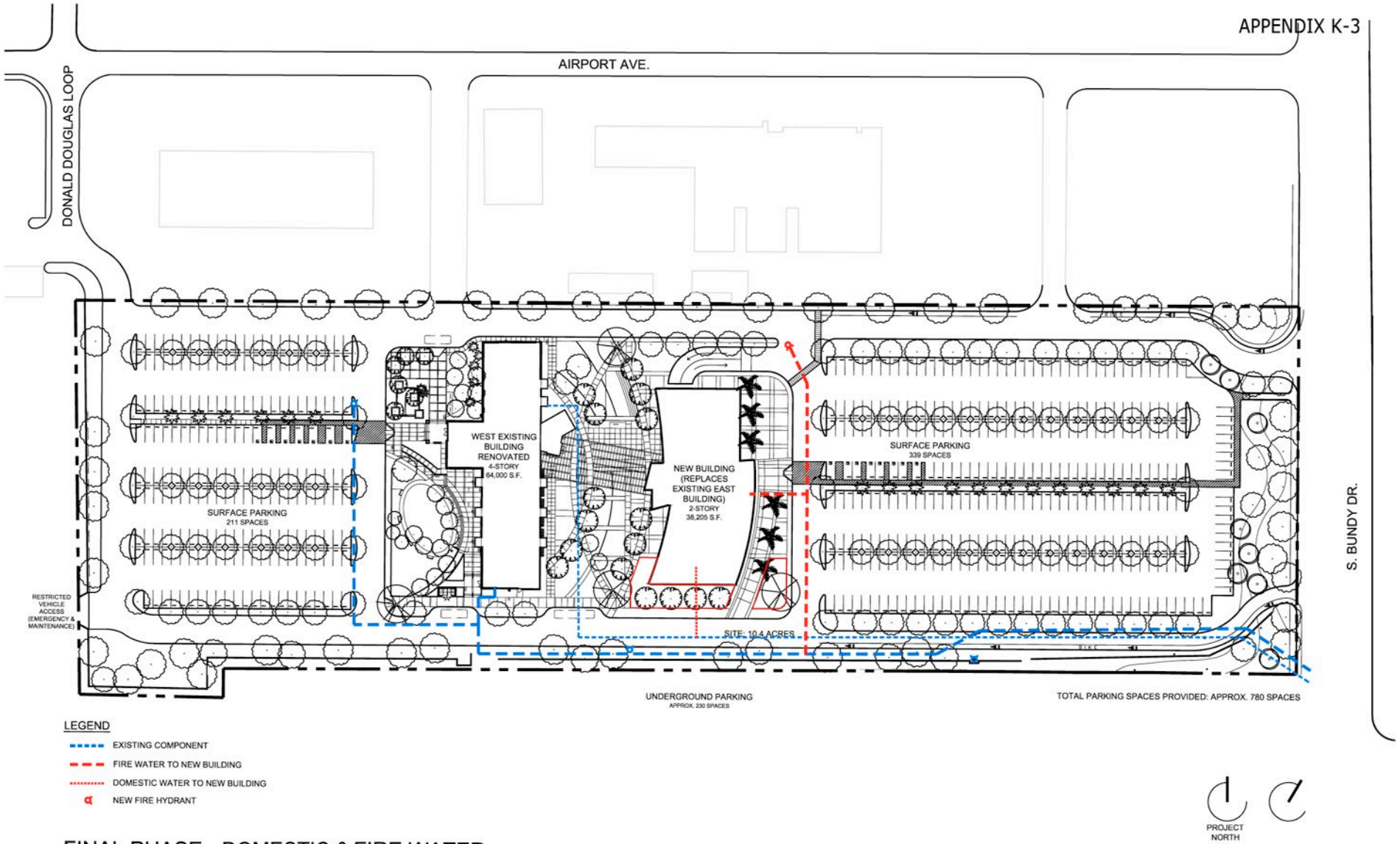
FINAL PHASE MASTER PLAN - 3D MASSING MODEL



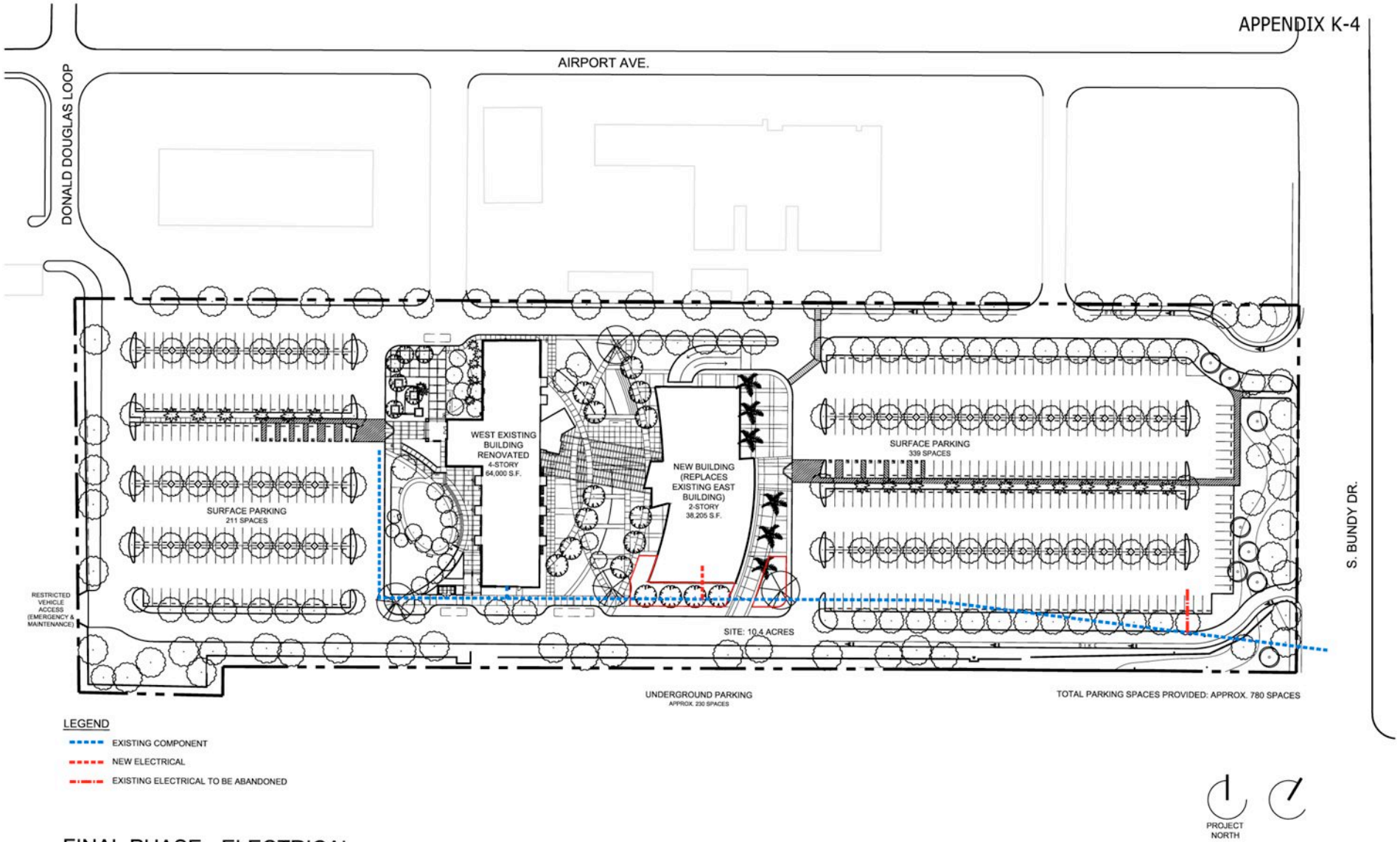
FINAL PHASE - SANITARY SEWER



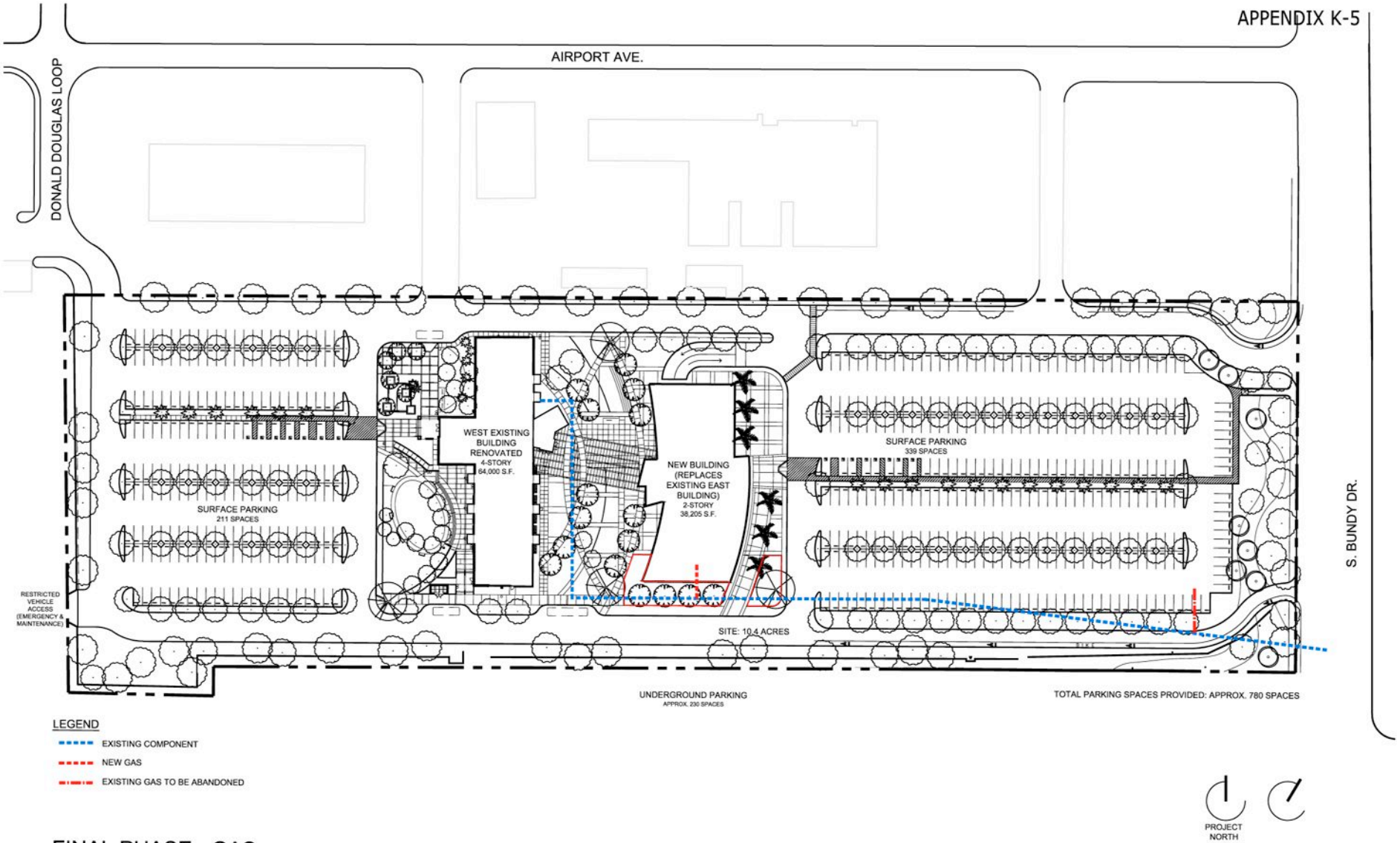
FINAL PHASE - STORM DRAIN



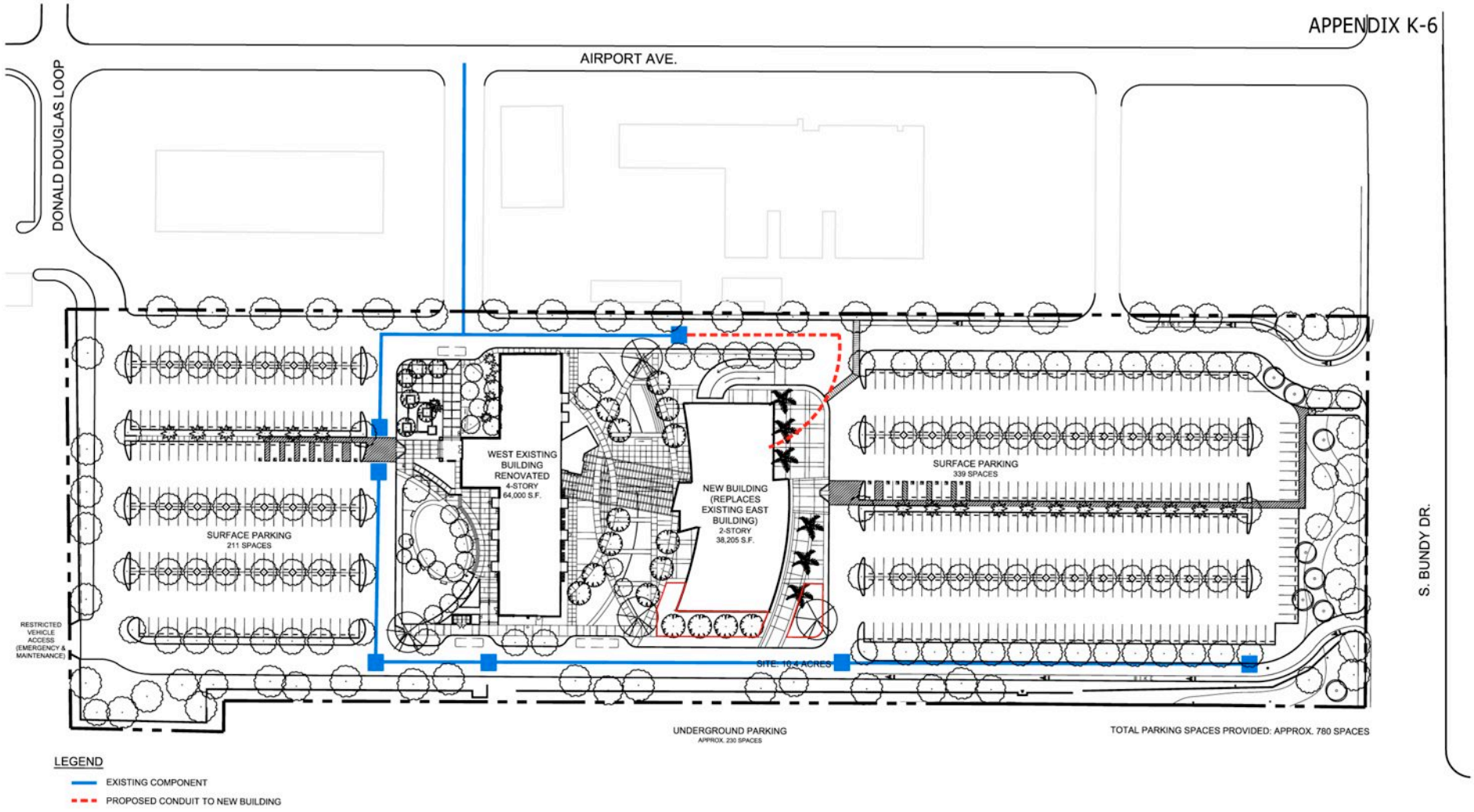
FINAL PHASE - DOMESTIC & FIRE WATER



FINAL PHASE - ELECTRICAL



FINAL PHASE - GAS



FINAL PHASE - TELECOMMUNICATIONS / INFORMATION TECHNOLOGY / SECURITY

APPENDIX L-1

AERIAL PHOTOGRAPHS LOG, 1928 - 2005

1928 – The southwest corner of SMC's Bundy Campus site is marked with an "X". Centinela Avenue runs to the east of the property. The Santa Monica Municipal Golf Course is immediately north of the property. National Boulevard is at the top of the picture, extending to the east. The property at this point is owned by John C. Davis, who acquired it in 1924 from Southland Petroleum Corporation.

1938 – The Bundy Campus site is now part of the Santa Monica Municipal Golf Course. The property had been sold by John C. Davis to Douglas Aircraft Company in March 1935 and then sold by Douglas Aircraft Company to the City of Santa Monica in October 1935. The sale was part of a land swap between Douglas Aircraft and the City of Santa Monica for land north of the runway and adjacent to the original 7.69-acre Douglas Aircraft Company site. (As a historical note, Douglas Aircraft had acquired its initial site at the Airport as a land swap with the City of Santa Monica for Douglas Park on Wilshire Boulevard and would later acquire more land as a land swap for property that Douglas owned east of Centinela Boulevard that would then be used to expand the runway.) Clover Field (the name at the time for the Santa Monica Airport) is north of the golf course, and at this time extends from Centinela Avenue on the east to 27th Street on the west. The roadway on the south side of the golf course is probably Dewey Street. The Douglas Aircraft Company facilities are north of Clover Field and south of Ocean Park Boulevard.

1940 – The full scale of the Douglas Aircraft Company operation is evident in this photograph. A year later, in 1941, the City of Santa Monica will sell the Bundy Campus site back to Douglas Aircraft Company.

1947 – During the 1940s and World War II, the City of Santa Monica leased the Airport to the Federal Government to provide protection and security for the Douglas Aircraft Company. The Federal Government also controlled land south of the City of Santa Monica city limits to Rose Avenue. The Federal Government participated in the expansion of the Airport, extending the Airport to Bundy Drive on the east and to 23rd Street on the west. The new configuration includes a component of the roadway that will become Donald Douglas Loop South. Airport Avenue runs east near the southern city border, turns north along a section of the future Donald Douglas Loop South roadway, then turns east along a section of roadway that corresponds to its current alignment, then north again, intersecting Centinela/Bundy north of its current intersection. A roadway leads south from Donald Douglas Loop South, crosses Airport Avenue, crosses the City of Santa Monica city boundary, crosses the Bundy Campus site property, and crosses the property that will eventually become residential development, and finally ends at Rose Avenue. Lear Aviation operates the general aviation facility north of this roadway's northern terminus. The Airport Administration building (now 3200 Airport Avenue) has been constructed. The Bundy Campus site and the property south of the Bundy Campus site had been used by the U.S. Navy for storage, barracks, and training purposes during the war years. Property to the west of the Bundy Campus site was used as a dirt runway, and for some time was proposed to be a general aviation component of the Santa Monica Airport.

1950 – The first component of what is now a complex of single-story buildings (3400 Airport Avenue) has been constructed and used as a U.S. Naval Reserve Station. In December 1951, Douglas Aircraft Company sold the Bundy Campus site back to the City of Santa Monica.

1956 – In early 1952, the City of Santa Monica sold the Bundy Campus site to William Lear. This 1956 photograph shows the development of the first two components of what became known as Building No. 1 on the Bundy Campus site. (Building No. 1 was built as three separate buildings.) These two components are separated by what had been the roadway leading south from Donald Douglas Loop South. The roadway has been moved west about one hundred feet to accommodate additional development of the City of Santa Monica's 3200 Airport Avenue building complex. Two wings to the west of the 3200 building have been added, and a new wing to the east has been added. (These buildings are still in existence today.) A second roadway access has been provided from

Airport Avenue on the east side of the 3200 Airport Avenue Building complex. Circulation patterns can be deduced from tire marks on the pavement. Residential development has occurred to the west and the south of the Bundy Campus site. The southern access has been eliminated. A western access point has been constructed to tie into Stewart Avenue, which has now been extended to the southern City of Santa Monica limits. Airport Avenue has been realigned to its current configuration, except for its easternmost segment. Most of the general aviation facility buildings that would be built on the south side of the Airport are now in place.

1965 – Lear ownership of the Bundy Campus site continues, with various name changes. In December 1953, the property is conveyed to trustees of various William Lear Trusts; in 1960, the property is conveyed to California Bank, as trustee under the North American Aviation Retirement Plan. The photograph shows the final alignment of Airport Avenue, extending to S. Bundy Drive as it currently does. The roadway from Airport Avenue to the Bundy Campus site has been moved a second time, again west, to accommodate the construction of the Lindaire Café (later to become the Kittyhawk and then the Spitfire Grill). The third component of Building No. 1 has been constructed, along with Building No. 3, a single-story building to the west of Building No. 1, and Building No. 5, the two-story building near S. Bundy Drive. Access from S. Bundy Drive is limited to serving a small 14-space parking lot east of Building No. 2.

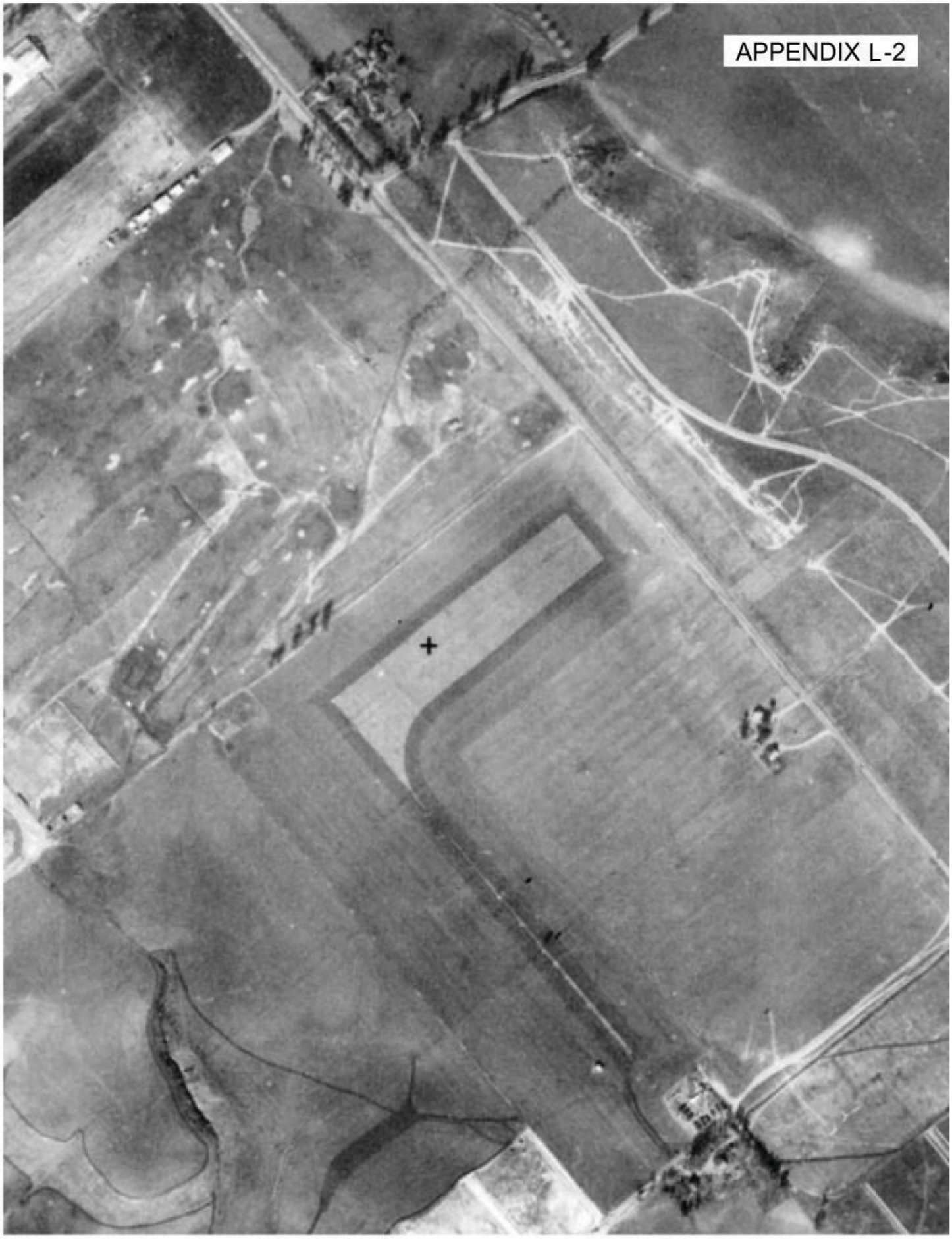
1976 – This photograph displays the same physical development as was present in 1965.

1989 – Douglas Aircraft relocated to Long Beach in 1975, and by September 1977 the Douglas Aircraft facility had been demolished. In the 1980s, the City of Santa Monica relocated several fixed based general aviation operators to the north side of the runway, and constructed a new Airport Administration complex south of the runway. Lear Siegler has built Building No. 4 (the four-story building) between Buildings No. 1 and 3. In 1979, the Bundy Campus site is conveyed by United California Bank (the new name for California Bank) to Lear Siegler, Inc.; in 1987 the property is given by Lear Siegler to Lear Siegler Astronics in connection with the liquidation of Lear Siegler. (BAE Systems Aircraft Controls is a name change from Lear Siegler Astronics.)

1994 – This photograph displays the same physical development as was present in 1989.

2002 – This photograph was taken in June 2002 and displays the same physical development as was present in 1989. SMC acquired the Bundy Campus site from BAE Systems in December 2001 and leased the property back to BAE Systems through February 2003.

2005 – SMC has demolished Buildings No. 1 and No. 3, replacing them with surface parking and campus green space. SMC also has remodeled Building No. 4 (the West Building) for higher education classrooms, student labs, and faculty office uses. Building No. 2 (the East Building) is vacant. An internal connection roadway from the upper/east portion of the site to the lower/west portion of the site has been constructed. A soundwall and landscape buffer has been constructed on the south and west edges of the property. The gates regulating historical access to the Bundy Campus site from Airport Avenue have been locked by the City of Santa Monica. A pedestrian-access only gate has been constructed at the west end of the site with access to parking at the SMC shuttle lot on the north side of Airport Avenue by way of Donald Douglas Loop South. The Bundy Campus opens for student instruction July 6, 2005.



Year: 1928 / Flyer: Fairchild

Year: 1938 / Flyer: Laval

Year: 1940 / Flyer: Fairchild

Year: 1947 / Flyer: Fairchild

Year: 1950 / Flyer: Pacific Air

Year: 1956 / Flyer: Fairchild

Year: 1965 / Flyer: Fairchild

Year: 1976 / Flyer: Teledyne

Year: 1989 / Flyer: USGS

Year: 1994 / Flyer: USGS

Year: 2002 / Flyer: Air Photo

Year: 2005 / Flyer: Air Photo

1928 John C. Davis acquires site in 1924 from Southland Petroleum. Site is south of City's 170-acre golf course and airfield park.

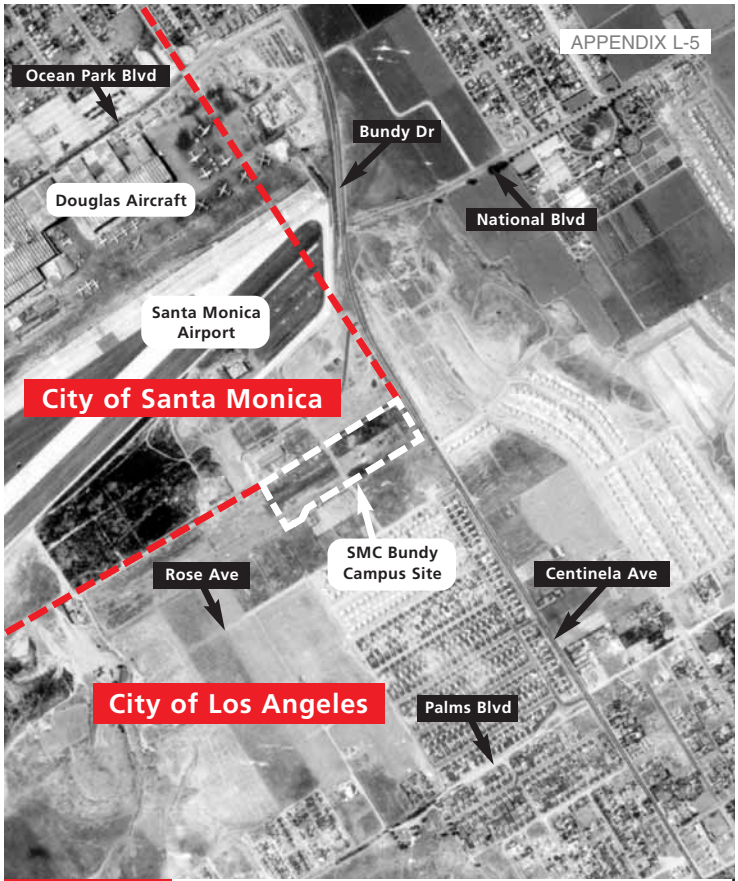
Flyer: Fairchild

1938 In 1935, Douglas Aircraft acquires and swaps Bundy Campus site for City property north of runway. City adds site to its golf course.

Flyer: Laval

1940 The original Airport was bounded by 27th Street and Centinela. The City will swap more land to expand the Airport to the east and west.

Flyer: Fairchild



1947 Land south of the Airport to Rose Avenue was used during World War II as part of the Airport. A dirt runway is visible on the Bundy Campus site.

Flyer: Fairchild

1950 City abandons plans to expand Airport south of City limits. Control of Bundy Campus site is returned to City in 1951.

Flyer: Pacific Air

1956 City sells Bundy Campus site in 1952 to William Lear and develops general aviation facilities along Airport Avenue.

Flyer: Fairchild

1965 City adjusts roadways connecting Bundy Campus site to Airport due to new café building and new Lear 2-story building.

Flyer: Fairchild

1976 Douglas Aircraft leaves Santa Monica in 1975. City prepares to move some general aviation uses to north side.

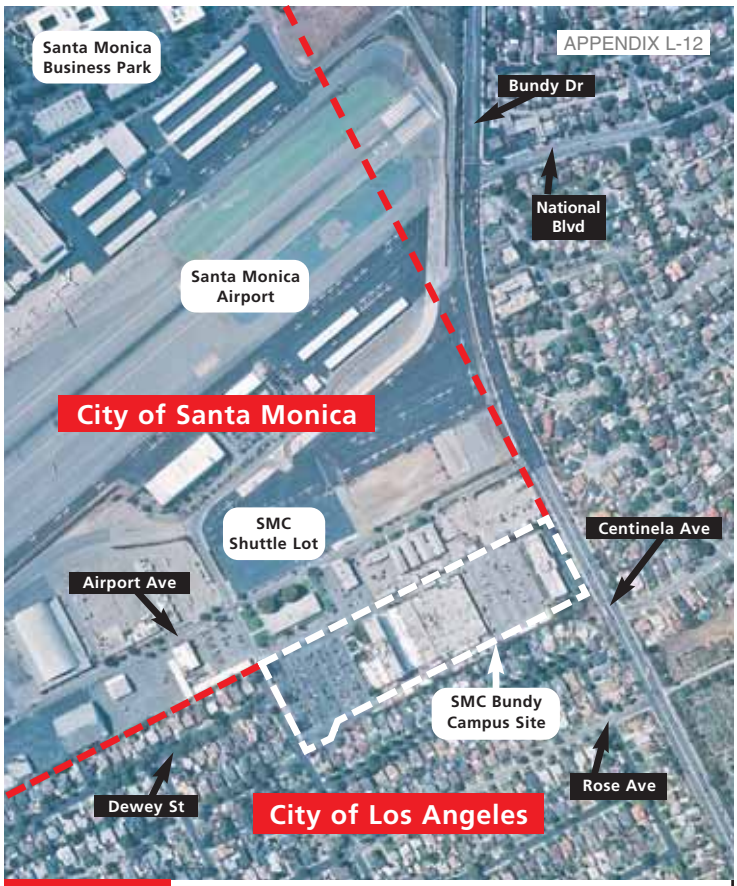
Flyer: Teledyne

1989 General aviation uses and a business park replace Douglas Aircraft. Lear Siegler adds 4-story building in 1980, on Bundy Campus site.

Flyer: USGS

1994 Various proposals for non-aviation uses of south part of Airport are considered. All preserve Airport connection to Bundy Campus site.

Flyer: USGS



2002 SMC buys Bundy Campus site from BAE Systems (Lear Siegler) in December 2001. BAE occupies site through February 2003.

Flyer: Air Photo

2005 Campus opens in July 2005. SMC has removed two buildings and added a new Bundy driveway to replace Stewart Avenue use.

Flyer: Air Photo