FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
WASHINGTON MIDDLE SCHOOL
TRANSFORMATION PROJECT
LONG BEACH, CALIFORNIA

Prepared for:

Long Beach Unified School District
Facilities and Planning Department
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October 2024

TABLE OF CONTENTS

Page

EXECUTIVE SUMMARY 1
E.S.1 INTRODUCTION 1
A. PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT 1
B. ORGANIZATION OF THE FINAL EIR 1
E.S.3 PROJECT BACKGROUND 2
E.S.4 PROJECT DESCRIPTION 2
E.S.5 TABLE OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES 2
ES.6 PROJECT ALTERNATIVES 8

CHAPTER 1.0 – PROJECT OVERVIEW 9
1.1 PROJECT SUMMARY 9
1.2 PROJECT DESCRIPTION SUMMARY 9
1.3 ADEQUACY OF THE FINAL FEIR 10
1.4 COMMENTS ON THE DRAFT FOCUSED EIR 10
1.5 LIST OF COMMENTERS 10

CHAPTER 2.0 – RESPONSES TO COMMENTS 11
2.1 AGENCY COMMENTS 11

CHAPTER 3.0 – DRAFT EIR REVISIONS 23

CHAPTER 4.0 – REPORT PREPARATION 25

LIST OF APPENDICES

APPENDIX A Draft Focused Environmental Impact Report
APPENDIX B Mitigation Monitoring and Reporting Program
APPENDIX C Findings of Fact and Statement of Overriding Considerations

EXECUTIVE SUMMARY

E.S.1 INTRODUCTION

This environmental impact report (EIR), prepared in accordance with the California Environmental Quality Act (CEQA), addresses potential environmental effects associated with the Washington Middle School Transformation Project (Proposed Project) in the City of Long Beach (City), by the Long Beach Unified School District (District).

A. PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The primary purpose of the CEQA process is to inform the public and decision-makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making by the Lead Agency. CEQA requires all State and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid the significant environmental impacts resulting from proposed projects, when feasible, and to identify a range of feasible alternatives to the proposed project that could reduce those environmental effects.

Under CEQA, a focused EIR analyzes the impacts of an individual activity or specific project and focuses primarily on changes in the environment that would result from that activity or project. The EIR must include the contents required by CEQA and the CEQA Guidelines and examine all phases of the project, including planning, construction, operation, and any reasonably foreseeable future phases.

This Final Focused Environmental Impact Report (Final EIR) has been prepared in accordance with the requirements of the CEQA Guidelines in Section 15132 which states that the Final EIR must contain:

The Draft EIR.

a) Comments and recommendations received on the draft EIR either verbatim or in summary.
b) A list of persons, organizations, and public agencies commenting on the draft EIR.
c) Responses of the Lead Agency to significant environmental points raised in the review and consultation process.
d) Any other information added by the Lead Agency.

The response and evaluation to public comments is an important part of the CEQA process as it allows the opportunity to review and comment on the methods of analysis in the Draft EIR, the ability to detect omissions which may have occurred during the preparation of the Draft EIR, the ability to review of accuracy of the analysis in the Draft EIR, to share expertise, and identify public concerns.

B. ORGANIZATION OF THE FINAL EIR

The Final EIR incorporates the Draft EIR and Technical Appendices to the Draft EIR, and a response to the comment letters received in response to the Draft EIR. The Final EIR is comprised by the following sections:

Chapter 1: Project Overview: This sections provides an introduction and summary of the Proposed Project and list of commenters for the Draft EIR.

Chapter 2: Response to Comments: This section contains a copy of the actual comments submitted during the public review period and provides response to each comment which is broken down by topic or paragraph.

Chapter 3: Draft EIR Revisions: This section includes a summary of the changes made to the Draft EIR. Any changes made to the Draft EIR are shown in ~~strikeout~~ (with a strike through the text) and **additions** (noted in bold with an underline) to identify the changes that have been made.

E.S.3 PROJECT BACKGROUND

Bonds were approved on June 23, 2016, to support upgrades to aging schools within the Long Beach Unified School District (LBUSD, District). The $1.5 billion school repair and safety bond measure includes repairs; technology improvements; heating, ventilation, and air conditioning (HVAC); and school safety improvements. Measure Q bonds were approved in November 2022 to support health, safety, and student achievement within the District.

An Initial Study (IS) was prepared for the Proposed Project in 2024 and identified potentially significant impacts that required further study, including the demolition of a historic resource. The feasibility of redesigning the Project and keeping the historic resource is a project alternative (Section 4.0, Alternatives Analysis), as well as the existing structure and its replacement, described below.

E.S.4 PROJECT DESCRIPTION

Project Components

The Proposed Project consists of demolition of one (1) relocatable building and five (5) buildings including the Administration building (Building A), Gymnasium (Building D), the Cafeteria (Building E), Auditorium (Building C), and Classroom - Science/Shop (Building B). Three (3) new permanent buildings will be constructed: a two- to three- story, 102,000 sq. ft. classroom/administration/cafeteria building, a partial two-story 34,000 sq. ft. gymnasium/locker room/classroom/library building, and a one-story, 14,000 sq. ft. auditorium. New site improvements include a student drop-off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball court, lunch shelter, planting, irrigation, and outdoor learning environments.

Construction

Construction is expected to start in Fall 2024 and be completed in 36 months. The phases of construction activities include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. The campus will be closed during construction and the students will be relocated to nearby middle schools within the District.

E.S.5 TABLE OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The Table ES-1 on the following pages summarizes potential significant adverse impacts of the Proposed Project. Each resource area is summarized in Chapter 3.0. Impacts found to be significant are listed with proposed mitigation measures. The resulting impact after each mitigation is indicated, and cumulative impacts, if any, will be identified as required under CEQA.

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Cultural Resources				
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?	The demolition of Building A (Administration Building) and Building B (Classroom—Science/Shop)	Potentially Significant	**CUL-1: Historic American Buildings Survey-like Documentation:** Prior to the commencement of demolition, the LBUSD should record the contributing buildings through a documentation report based on Historic American Buildings Survey (HABS) standards. The report will be completed by an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards and will be based on the National Park Service (NPS) HABS Level III format and content requirements. The HABS-like report will include digital photographs documenting the interior and exterior of the building, a historical summary, and copies of any available as-builts for the contributing buildings. A hard copy and digital copy of the HABS-like report will be filed with LBUSD, and additional copies may be deposited in the collections of the Long Beach Public Library and Long Beach Heritage Museum, if requested. A digital copy will also be deposited in the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC).	Significant and unavoidable
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines		Potentially Significant	**CUL-2: Salvage and Use of Salvaged Materials:** Prior to the commencement of demolition, LBUSD should coordinate with an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards, the project architect, and the demolition contractor, to develop a list of materials that would be salvaged during demolition and a salvage plan which may include architectural history monitoring during demolition.	Significant and unavoidable

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Section 15064.5, respectively?			Salvaged items may be reused as a part of the new school project or elsewhere within the school site or LBUSD. Salvaged items may also be incorporated into interpretive displays within the school (if displayed in an appropriate, archival manner) or donated to museums or historical societies or other appropriate organizations.	
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 21084.1 and CEQA Guidelines Section 15064.5, respectively?		Potentially Significant	**CUL-3:** **Interpretive Exhibit:** The LBUSD should coordinate with an architectural historian who meets the Secretary of the Interior's Professional Standards to create an exhibit about the contributing school buildings that would be displayed in the Washington Middle School library or other well-visited location in the school. The exhibit would consist of three panels, with each measuring 24" wide and 36" long. The exhibit could include existing or historic photos or plans, along with information about the buildings' history and significance. The Office of Historic Resources (OHR) is provided one round of review and comment on the exhibit.	Less than significant with mitigation incorporated

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		Potentially Significant	**CUL-4:** LBUSD shall retain the services of a qualified cultural resources consultant and require that all initial ground disturbing work be monitored by a cultural resources monitor. This includes all initial construction activities that will potentially expose or encounter intact subsurface sediments underlying the Project site. The cultural resources consultant shall provide a Qualified Archaeologist, meeting the Secretary of Interior Standards (U.S. Department of Interior, 2008), and require that all initial ground disturbing work be monitored by a cultural resources monitor (monitor) proficient in artifact and feature identification in monitoring contexts. The Consultant (Qualified Archaeologist and/or monitor) shall be present at the Project construction phase kickoff meeting.	Less Than Significant
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		Potentially Significant Impact	**CUL-5:** Prior to commencing construction activities and thus prior to any ground disturbance in the Proposed Project site, the Consultant shall conduct initial Worker Environmental Awareness Program (WEAP) training for all construction personnel, including supervisors, present at the outset of the Project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. This WEAP training will educate construction personnel on how to work with the monitor(s) to to identify and minimize impacts to cultural resources and maintain environmental compliance and be performed periodically for new personnel coming on to the Project as needed.	Less Than Significant
Would the project cause a substantial adverse change in the		Potentially Significant	**CUL-6:** The contractor shall provide the Consultant with a schedule of initial potential ground disturbing activities. A minimum of 48-hours' notice will be provided to the	Less than significant

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
significance of an archaeological resource pursuant to §15064.5?			archaeological consultant of commencement of any initial ground disturbing activities that have potential to expose or encounter intact subsurface sediments underlying the Project site. These activities may include grading, trenching, and mass excavation. As detailed in the schedule provided, a monitor shall be present on-site at the commencement of ground-disturbing activities related to the Project. The Consultant shall observe initial ground disturbing activities and, as they proceed, adjust the monitoring approach as needed to provide adequate observation and oversight. All monitors will have stop-work authority to allow for the recordation and evaluation of finds during construction. The monitor will maintain a daily record of observations as an ongoing reference resource and to provide a resource for final reporting upon completion of the Project. The Consultant, the lead contractor, and subcontractors shall maintain a line of communication regarding schedule and activity such that the Consultant is aware of all ground-disturbing activities in advance, in order to provide appropriate oversight.	
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		Potentially Significant	**CUL-7:** If cultural resources are discovered, construction shall construction shall be halted within 50 feet of any cultural artifacts or features, and within 100 feet of any potential human remains, and shall not resume until the Qualified Archaeologist can determine the significance of the find and/or the find has been fully investigated, appropriately documented, and cleared.	Less Than Significant

Table ES-1: Summary of Significant Impacts and Mitigation Measures

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?		Potentially Significant	**CUL-8:** At the completion of all ground disturbing activities, the Consultant shall prepare a Cultural Resources prepare Monitoring Report summarizing all monitoring efforts and observations as performed, and any and all prehistoric or historic archaeological finds, as well as providing follow-up reports of any finds to the SCCIC, as required.	Less Than Significant

ES.6 PROJECT ALTERNATIVES

The following alternatives for the Draft EIR were identified and evaluated:

- No Project Alternative – no changes in existing conditions.
- Project Alternative 1 – this assumes that the development of the Proposed Project would include the original Proposed Project plans; however, the historical administration building (Building A) would not be demolished. Rather, new construction would expand from the building into the center of campus.

The following alternatives were considered but ultimately rejected for study in the Draft EIR:

- Keep Exterior Façade and Lobby -- This alternative includes keeping the exterior façade and lobby of Building A rather than demolishing it entirely. The building and campus have important examples of WPA/PWA artwork on the exterior, in addition to the elaborate lobby in Building A. The purpose of this alternative is to keep the historic integrity of the building while meeting the project objectives. This alternative is considered unfeasible due to the substantial costs associated with the construction. The Applicant would incur these significant costs, which would result in a financially infeasible project.
- Keep Original Lobby Only -- This alternative includes keeping the original lobby only and demolishing the rest of the building. The purpose of this alternative is to keep some of the original integrity of the building while meeting the projects objectives. This alternative is considered unfeasible due to the substantial costs associated with the construction. The Applicant would incur these significant costs, which would result in a financially infeasible project

CHAPTER 1.0 – PROJECT OVERVIEW

1.0 INTRODUCTION

1.1 PROJECT SUMMARY

The Final Focused Environmental Impact Report (Final FEIR) for the proposed Washington Middle School Transformation (Proposed Project) has been prepared by the Long Beach Unified School District, the Lead Agency, in accordance with the California Environmental Quality Act (CEQA) Guidelines §15086: Consultation Concerning the Draft EIR, §15088: Evaluation of and Response to Comments, and §15132: Contents of Final Environmental Impact Report. This Final FEIR consists of the following information:

a. The Draft EIR, which was circulated for a 45-day public comment period beginning February 8th, 2024 to March 11th, 2024; and
b. A list of all commenters during the public comment period, including copies of written comment letters; and
c. Responses to all comments;
d. Revisions to the Draft EIR.

None of the revisions of the Draft EIR characterize a substantial increase in the severity of an identified impact, identification of a new significant impact, mitigation measure, of alternative different from those already considered in preparing the Draft EIR. The Draft EIR, and Final FEIR, and administrative record are available for review upon request at:

2425 Webster Avenue Long Beach, CA 90810

1.2 PROJECT DESCRIPTION SUMMARY

Measure E and Q Bonds were approved on June 23, 2016, to support upgrades to aging schools within the District. Goals and objectives under Measure E address four key areas, consisting of repairs, technology, air conditioning, and safety. Objectives under Measure Q include supporting health, safety, and student achievement. The objective of the Proposed Project is for the District to transform the entire Washington Middle School campus in order to improve classroom conditions, provide up-to-date equipment for student use, and create a safe educational environment. Specific improvements include the following:

Health

- Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.

Safety

- Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.

Student Achievement

- Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements, meet fire and life safety standards, and improve on-site building conditions and utilities.

LBUSD (Applicant), with the City of Long Beach (City), is proposing the Washington Middle School transformation project (Proposed Project). The Proposed Project includes the demolition of one (1) relocatable building and five (5) buildings and the construction of three (3) new permanent buildings, a parking structure, and a turf field as well as facility upgrades.

Refer to Chapter 2 of the Draft EIR for a complete description of the project.

1.3 ADEQUACY OF THE FINAL FEIR

Under CEQA, the responses to comments on a Draft EIR must include good faith, well-reasoned responses to all comments received on the Draft EIR that raise significant environmental issues related to the project under review. If a comment does not relate to the Draft EIR or does not raise a significant environmental issue related to the project, there is no need for a response under CEQA.

CEQA does not require the EIR authors to conduct every test or perform all research or study suggested by commenters in responding to comments. The EIR need only to respond to significant environmental issues and need not provide all of the information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Sections 15088, 15132, and 15204).

1.4 COMMENTS ON THE DRAFT EIR

The Lead Agency, under the CEQA Guidelines §15086: Consultation Concerning Draft EIR, and §15088: Evaluation of and Response to Comments, is required to consult with and obtain comments from other public agencies who have jurisdiction or are included in the decision making process of the project, and to provide the public an opportunity to comment on the project. The Lead Agency is required to respond in writing to substantive environmental comments.

Comments received during the public review period were submitted in the following formats: email, hand written comment cards, and letters between August 9, 2024 and September 23, 2024.

1.5 LIST OF COMMENTERS

This section provides responses to written comments received during the 45-day public review period. The following tables provides a list of agencies, individuals, and organizations that submitted comments on the Draft EIR during the public review period.

Comment Letter No.	Commenting Agency	Date of Comment
1.	Department of Toxic Substances Control	August 23, 2024
2.	California Department of Transportation	September 18, 2024

CHAPTER 2.0 – RESPONSES TO COMMENTS

2.1 AGENCY COMMENTS

Comment Letter #1: Department of Toxic Substances Control

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

August 23 2024

Dana Grudem
Senior Program Manager
Long Beach Unified School District
2425 Webster Avenue
Long Beach, CA 90810
DGrudem@lbschools.net

RE: DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE WASHINGTON MIDDLE SCHOOL TRANSFORMATION PROJECT, DATED AUGUST 12, 2024 STATE CLEARINGHOUSE # 2024020305

Dear Dana Grudem,

The Department of Toxic Substances Control (DTSC) received a Draft Environmental Impact (DEIR) for the Washington Middle School Transformation Project (Project). The proposed Project would include demolition of one relocatable building and five buildings including Administration Building A, Gymnasium Building D, the Cafeteria Building E, Auditorium Building C, and Classroom (Science/Shop) Building B. Three new permanent buildings will be constructed: a 102,000 square foot classroom/administration/cafeteria building, a partial two-story 34,000 square foot gymnasium/ locker room/classroom/library building, and a one-story 14,000 square foot auditorium. New site improvements include a student drop off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball

Dana Grudem
August 23, 2024
Page 2

court, lunch shelter, planting, irrigation, and outdoor learning environments. Scope includes but is not limited to the following: heating, ventilation and air conditioning installation in all classrooms, offices, and support spaces (including auditorium and cafeteria) located in permanent buildings on-site; new projectors, projector screens, and marker boards in classrooms; new projectors and projector screens in cafetorium; new tactile signage required throughout the campus for rooms and exits; ADA upgrades to paths of travel, drinking fountains, and restrooms; campus-wide fire alarm upgrades; interior and exterior paint for all permanent buildings; new windows and ceiling tiles on new buildings; new landscape and planting; installation of photovoltaic panels at each roof of new permanent building and battery storage systems; removal of all on-site trees and landscaping; and surveillance cameras.

DTSC recognized that our previous comments that were submitted on February 27, 2024 have not been addressed/incorporated into the DEIR and therefore, DTSC recommends the consideration of the following comments.

1. If the district plans to use California Department of Education (CDE) State funds for the project, then the district shall comply with the requirements of Education Code (EDC), §17210, §17213.1, and §17213.2, unless otherwise specifically exempted under section §17268. If the district is not using CDE State funds for the project, or is otherwise specifically exempt under section §17268, DTSC recommends the district continue to investigate, clean up the Site under the oversight of Los Angeles County and in concurrence with all applicable DTSC guidance documents, if necessary. For more information on the CDE State funding, please visit the Office of Public-School Construction webpage.
   A local education agency may also voluntarily request the CDE site/plan approval for locally funded site acquisitions and new construction projects. In these cases, CDE will require DTSC to review and approve prior to its final approval, except when exempt under section 17268.
2. The NOP states, “The proposed project would include demolition of one (1) relocatable building and five (5) buildings including the Administration Building

Dana Grudem
August 23, 2024
Page 3

A, Gymnasium Building D, the Cafeteria Building E, Auditorium Building C, and Classroom (Science/Shop) Building B." If planned activities include building modifications/demolitions, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, evaluate whether polychlorinated biphenyls (PCBs) containing materials is present in onsite buildings and address as necessary to protect human health and the environment and sampling near current and/or former buildings should be conducted in accordance with DTSC's Update to June 2006 Phase I Addendum Guidance

3. If there are any recognized environmental conditions in the project area, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies should be conducted prior to the new development or any construction.

4. DTSC recommends that all imported soil and fill material should be tested to ensure any contaminants of concern are within DTSC's and U.S. Environmental Protection Agency Regional Screen Levels for the intended land use. To minimize the possibility of introducing contaminated soil and fill material there should be documentation of the origins of the soil or fill material and, if applicable, sampling be conducted to ensure that the imported soil and fill material meets screening levels outlined in the Preliminary Endangerment Assessment Guidance Manual for the intended land use. The soil sampling should include analysis based on the source of the fill and knowledge of the prior land use. Additional information can be found by visiting DTSC's Human and Ecological Risk Office (HERO) webpage. If it is determined that contaminated soil and/or groundwater exist, the EIR should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Dana Grudem
August 23, 2024
Page 4

DTSC appreciates the opportunity to comment on the DEIR for the Washington MS Transformation Project. If you would like to proceed with DTSC's school environmental review process, please visit DTSC's Evaluating & Clean-up School 3-Step Process to begin a Phase I Environmental Site Assessment.

Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via email for additional guidance.

Sincerely,

Tamara Purvis

Tamara Purvis
Associate Environmental Planner
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

Dana Grudem
August 23, 2024
Page 5

cc: Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Dave Kereazis
Associate Environmental Planner
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Scott Wiley
Associate Governmental Program Analyst
HWMP – Permitting Division - CEQA Unit
Department of Toxic Substances Control
Scott.Wiley@dtsc.ca.gov

Response to Comment #1: Department of Toxic Substances Control

1. LBUSD plans to secure CDE plan approval for the project and will comply with the requirements of Education Codes (EDC) §17210, §17213.1, §17213.2
2. Planned activities include building modifications/demolitions, and surveys for the presence of the above-mentioned constituents will be conducted prior to the commencement of work. Removal, demolition, and disposal of any identified above-mentioned constituents will be conducted in compliance with California environmental regulations and policies.
3. According to information presented in the *Phase I Environmental Site Assessment Report* (dated December 24, 2020), prepared by Leighton Consulting, Inc. no evidence of recognized environmental conditions (RECs), historical RECs (HRECs) or controlled RECs (CRECs) was identified in connection with the site. The site use has not changed since 2020. If any RECs are discovered during construction, then proper investigation, sampling and remedial actions overseen by the appropriate regulatory agencies will be conducted.
4. Imported soil and fill material will be tested to ensure any contaminants of concern are within DTSC's and U.S. EPA Regional Screen Levels for residential land use scenarios.

Comment Letter #2: California Department of Transportation

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897- 0673
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation
a California Way of Life

September 18, 2024

Dana Grudem, Senior Program Manager
Long Beach Unified School District
2425 Webster Avenue
Long Beach, CA 90810

RE: Washington Middle School
Transformation Project– Draft
Environmental Impact Report (DEIR)
SCH #2024020305
GTS #07-LA-2024-04600
LA 1/PM 6.574

Dear Dana Grudem,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The Project proposes the renovation and expansion of Washington Middle School's Administration/Classroom Building 1000, which will be expanded by 27,000 square feet, and the construction of three new permanent buildings: (1) a two-story, 19,200 square-foot gymnasium; (2) a one-story, 12,000 square-foot Cafetorium; and (3) a 29,000 square-foot two-story classroom building. New site improvements include a student drop-off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball court, lunch shelter, planting, irrigation, and outdoor learning environments. Entrance to the underground parking garage will be accessed via W. 15th St. between Pacific Avenue and Cedar Avenue.

After reviewing the Draft EIR, Caltrans has the following comments:

As stated in the Initial Study, the Project proposes a semi-subterranean parking structure which would be expected to induce higher rates of vehicle miles traveled (VMT) trips from automotive vehicles. Figure 4: Project Alternative 1 Site 1 of the Initial Study depicts a plan for a 300' by 150' soccer field with underground parking and storage below, approximately 1,100 parking spaces. For any project to help the State of California

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Dana Grudem
September 18, 2024
Page 2

achieve its goals to improve health and reduce greenhouse gases (GHG), it is recommended to reduce vehicle miles traveled through the implementation of Transportation Demand Management (TDM) strategies as an alternative to building an excessive amount of parking. When implementing a TDM plan, Caltrans recommends programmatic elements such as transportation allowance for regional transit passes of the employees' choice, and programs that reward students and employees for opting to carpool.

The Proposed Project will include a student drop-off lane with its entrance and exit on Cedar Avenue. The drop-off lane has an estimated capacity of 40 vehicles at a time if both lanes are used. Measures should be implemented to ensure the safety of bicyclists and pedestrians when project-generated cars and trucks interact with students.

Caltrans concurs with the inclusion of a prospective Class IV bikeway along Pacific Avenue in the DEIR. By upgrading the existing Class III bike route to a Class IV separated bikeway, this design element ensures the safety of cyclists within the vicinity and provides a measure of safety for all road users. To maintain the Project's consistency with the City of Long Beach Climate Action Plan, Caltrans requests further details regarding the number of proposed new bicycle parking and storage areas in Section 5.7 Transportation. It is recommended that the Lead Agency install more than the minimum requirement of one (1) space for each ten thousand (10,000) square feet of industrial building area, per the City of Long Beach Municipal Code § 21.45.400.

Yellow ladder-style crosswalks are present at the intersections of W. 14th St. with Cedar Avenue and Pacific Avenue, and at the intersection of Pacific Avenue and W. 16th St. Yellow line-style crosswalks are at the intersections of Cedar Avenue and W. 15th St. and Pacific Avenue and W. 15th St. Caltrans recommends that the Project upgrade all its adjacent crosswalks to high-visibility yellow ladder crosswalks. To best supplement pedestrian facilities, Caltrans recommends installing proper bus shelters to protect students and visitors from inclement weather (extreme heat or rain) and the addition of more benches at bus stops along Pacific Avenue for transit riders. Lastly, the School District should coordinate Project activities with the City of Long Beach's planned improvements to the adjacent 14th Street Park, to ensure appropriate pedestrian and bicycle connectivity between the school campus and park.

Any transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles on State Highways will require a Caltrans transportation permit. Caltrans recommends limiting construction traffic to off-peak periods to minimize the potential impact on State facilities. If construction traffic is expected to cause issues on any State facilities, please submit a construction traffic control plan detailing these issues for Caltrans' review. Construction work notices, such as temporary lane closures and appropriate detours, can help parents and students plan accordingly for their safety. We look forward to the coordination of our efforts to ensure potential impacts to

Dana Grudem
September 18, 2024
Page 3

the highway facilities and traveling public are discussed and addressed before work begins.

If you have any questions, please contact project coordinator Frances Duong, at frances.duong@dot.ca.gov and refer to GTS #07-LA-2024-04600.

Sincerely,

Anthony Higgins

Anthony Higgins
Acting LDR/CEQA Branch Chief

Cc: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

Response to Comment #2: Department of Toxic Substances Control

This comment letter does not identify any substantive errors in the DEIR. The District appreciates the concurrence with the inclusion of a prospective Class IV bikeway along Pacific Avenue. As identified in the comment letter, the Proposed Project includes the development of bicycle parking and storage areas. It should be noted that the District will consider the dedication of one parking space for bicycles per 10,000 square feet and will consider the suggestions identified by Caltrans associated with crosswalks and bus shelters. It is also noted that a Caltrans transportation permit will be required for transportation of heavy construction equipment and/or materials that requires the use of oversized transport vehicles. The District appreciated the comment.

CHAPTER 3.0 – DRAFT EIR REVISIONS

The following section includes revisions to the Draft EIR made in response to comment received during the comment period. Text revisions are indicated by a strike-through (deleted text), and underlining and bold font (added text) as a correction to the Draft EIR. Minor editorial corrections (e.g. typographical, grammatical, etc.) have been made throughout the document and are not indicated by strikethrough or ***bold*** underlined text. These changes, which have been incorporated into the Draft EIR, constitute the Final EIR, to be presented to the City Council for certification and approval. These modifications clarify, amplify, or make insignificant changes to the EIR. Revisions to the EIR have not resulted in new significant impacts or mitigation measures or increased the severity of an impact. None of the criteria for recirculation set forth in the CEQA Guidelines section 15088.5 for recirculation have been met including:

- No new significant environmental impacts due to the project or due to a new mitigation measure has been identified;
- No substantial increase in the severity of an environmental impact has been identified; and
- No additional feasible project alternative or mitigate measure considerably different from others analyzed in the DEIR has been identified that would clearly lessen the significant environmental impacts of the project.

Revisions are as follows:

Page 80/81/82/82/83/83

1. The noise monitoring locations were selected in order to obtain noise levels in the vicinity of the project site. Descriptions of the noise monitoring sites are provided in ~~**Error! Reference source not found.in Appendix E and are shown in**~~ Figure 4 in Appendix E. Appendix A in Appendix E includes a photo index of the study area and noise level measurement locations.
2. Notes:
   1 The homes to the southwest are located as near as 100 feet from center of proposed Building 400.
   2 The homes to the west are located as near as 155 feet from center of proposed Building 1000.
   3 The homes to the north are located as near as 140 feet from center of proposed Building 2000.
   4 The homes to the east are located as near as 150 feet from center of proposed Building 3000.
   5 The FTA Construction noise thresholds are detailed ~~above~~ in ~~**Error! Reference source not found.**~~ Table B in Appendix E**.**
3. 1 Distance to nearest sensitive receptors shown in Table F in Appendix E ~~**Error! Reference source not found**~~., does not take into account existing noise barriers.
   2 Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A in Appendix E ~~**Error! Reference source not found..**~~
   Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.
4. 1 Distance to nearest sensitive receptors shown in Table F in Appendix E ~~**Error! Reference source not found**~~., does not take into account existing noise barriers.
   2 Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A in Appendix E ~~**Error! Reference source not found..**~~
   Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108
5. 1 Distance to nearest sensitive receptors shown in Table F in Appendix E ~~**Error! Reference source not found**~~., does not take into account existing noise barriers.

2 Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A in Appendix E **~~Error! Reference source not found.~~**
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

.

CHAPTER 4.0 – REPORT PREPARATION

Name	Project Role
Lead Agency/Reviewers Talitha Crain Priscilla Garcia	Lead Agency
CEQA Consultant – Chambers Group, Inc. Thomas Strand Eunice Bagwan Claire Alfano	Consultant
Chambers Group Subconsultants Vista Environmental GTS Kleinfelder	 Air Quality/GHG/Energy/Noise Transportation Cultural

Appendix Sheets

APPENDIX A – Draft Environmental Impact Report

DRAFT ENVIRONMENTAL IMPACT REPORT
Washington Middle School Transformation Project
LONG BEACH, CALIFORNIA

Prepared for:

LONG BEACH UNIFIED SCHOOL DISTRICT
Facilities Development and Planning Branch
2425 Webster Avenue
Long Beach, CA 90810

Prepared by:

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August 2024

TABLE OF CONTENTS

Page

CHAPTER 1.0 – EXECUTIVE SUMMARY 1
1.1 INTRODUCTION 1
1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT 1
1.3 PROJECT BACKGROUND 1
1.4 PROJECT DESCRIPTION 1
1.4.1 Project Components 1
1.4.2 Construction 2
1.5 TABLES OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES 2
1.6 PROJECT ALTERNATIVES 6

CHAPTER 2.0 – INTRODUCTION 7
2.1 INTRODUCTION 7
2.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT 7
2.3 ENVIRONMENTAL REVIEW PROCESS 8
2.3.1 Scoping Process 8
2.3.2 Review and Comment on the Draft Environmental Impact Report 9
2.4 ORGANIZATION OF THE DRAFT EIR 10

CHAPTER 3.0 – PROJECT DESCRIPTION 12
3.1 PROJECT OVERVIEW 12
3.2 PROJECT LOCATION AND SITE DESCRIPTION 12
3.3 REGIONAL SETTING 12
3.4 PROJECT OBJECTIVES 12
3.5 PROJECT DESCRIPTION 13
3.6 CONSTRUCTION 13
3.7 OPERATIONS 14
3.8 REQUIRED PERMITS AND APPROVALS 15
3.8.1 Other Required Permits And Approvals 15
3.8.2 Reviewing Agencies 15

CHAPTER 4.0 – ENVIRONMENTAL SETTING 17
4.1 EXISTING LAND USE 17
4.1.1 Existing Site Uses 17
4.1.2 Surrounding Land Uses 17
4.1.3 Adopted Plans 17

4.2 RELATED PROJECTS 18

CHAPTER 5.0 – ENVIRONMENTAL IMPACT ANALYSIS 22
5.1 AIR QUALITY 24
5.1.1 Existing Environmental Setting 24
5.1.2 Regulatory Setting 26
5.1.3 Thresholds of Significance 28
5.1.4 Methodology 28
5.1.5 Project Impact Analysis 29
5.1.6 Cumulative Impacts 34
5.1.7 Mitigation Measures 34
5.1.8 Level of Significance After Mitigation 34
5.2 CULTURAL RESOURCES 35
5.2.1 Existing Environmental Setting 35
5.2.2 Applicable Regulations 35
5.2.3 Thresholds of Significance 42
5.2.4 Methodology 42
5.2.5 Project Impact Analysis 43
5.2.6 Cumulative Impacts 46
5.2.7 Mitigation Measures 46
5.2.8 Level of Significance after Mitigation 48
5.3 GREENHOUSE GAS EMISSIONS 49
5.3.1 Background Information 49
5.3.2 Greenhouse Gases 49
5.3.3 Regulatory Setting 50
5.3.4 Methodology 58
5.3.5 Project Impact Analysis 59
5.3.6 Cumulative Impacts 61
5.3.7 Mitigation Measures 61
5.3.8 Level of Significance After Mitigation 61
5.4 HAZARDS AND HAZARDOUS MATERIALS 62
5.4.1 Existing Environmental Setting 62
5.4.2 Thresholds of Significance 68
5.4.3 Methodology 69
5.4.4 Project Impact Analysis 69
5.4.5 Cumulative Impacts 70
5.4.6 Mitigation Measures 71
5.4.7 Level of Significance After Mitigation 71
5.5 NOISE 72

5.5.1 Background Information 72
5.5.2 Regulatory Setting 74
5.5.3 Thresholds of Significance 79
5.5.4 Methodology 80
Noise Measurement Locations 80
Noise Measurement Timing and Climate 80
5.5.5 Project Impact Analysis 80
Construction-Related Vibration Impacts 85
Operations-Related Vibration Impacts 85
5.5.6 Cumulative Impacts 85
5.5.7 Mitigation Measures 86
5.5.8 Level of Significance After Mitigation 86
5.6 TRIBAL CULTURAL RESOURCES 87
5.6.1 Existing Environmental Setting 87
5.6.2 Regulatory Setting 87
5.6.3 Thresholds of Significance 88
5.6.4 Methodology 89
5.6.5 Project Impact Analysis 89
5.6.6 Cumulative Impacts 90
5.6.7 Mitigation Measures 90
5.6.8 Level of Significance After Mitigation 90
5.7 TRANSPORTATION 91
5.7.1 Existing Environmental Setting 91
5.7.2 Regulatory Setting 92
5.7.3 Thresholds of Significance 95
5.7.4 Methodology 95
5.7.5 Project Impact Analysis 95
5.7.6 Cumulative Impacts 95
5.7.7 Mitigation Measures 96

CHAPTER 6.0 – ALTERNATIVES ANALYSIS 97
6.1 INTRODUCTION AND OVERVIEW 97
6.2 PROJECT OBJECTIVES 98
6.3 ALTERNATIVES CONSIDERED BUT REJECTED 98
6.3.1 Keep Exterior Facade and Lobby 98
6.3.2 Keep Original Lobby Only 98
6.4 ALTERNATIVES ANALYZED 98
6.4.1 No Project Alternative 99
6.4.2 Project Alternative 1 102

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE 107

CHAPTER 7.0 – OTHER CEQA CONSIDERATIONS 109
7.1 EFFECTS FOUND NOT TO BE SIGNIFICANT 109
7.1.1 Aesthetics 110
7.1.2 Agricultural and Forest Resources 111
7.1.3 Air Quality 112
7.1.4 Biological Resources 113
7.1.5 Cultural Resources 114
7.1.6 Energy 114
7.1.7 Geology and Soils 115
7.1.8 Hazards and Hazardous Materials 117
7.1.9 Hydrology and Water Quality 118
7.1.10 Land Use and Planning 122
7.1.11 Mineral Resources 123
7.1.12 Population and Housing 123
7.1.13 Public Services 124
7.1.14 Recreation 126
7.1.15 Transportation 126
7.1.16 Utilities and Service Systems 127
7.1.17 Wildfire 129
7.2 IRREVERSIBLE ENVIRONMENTAL CHANGES 129
7.3 GROWTH-INDUCING IMPACTS 130
7.3.1 Direct Growth-Inducing Impacts 130
7.3.2 Indirect Growth-Inducing Impacts 131
7.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT 131

CHAPTER 8.0 – REFERENCES 132

CHAPTER 9.0 – REPORT PREPARATION 134
9.1 EIR PREPARERS 134

CHAPTER 10.0 – ACRONYMS AND ABBREVIATIONS 135

APPENDIX A – Initial Study/ NOP and Public Scoping Comments
APPENDIX B – Air Quality, GHG, Energy Report
APPENDIX C – Cultural Resources Survey Results Letter Report
APPENDIX D – George Washington Middle School Historical Resources Proposed Mitigation Measures
APPENDIX E – Noise Impact Assessment
APPENDIX F – AB 52 Tribal Consultation
APPENDIX G – Traffic Impact Assessment

LIST OF TABLES

Page

Table 1: Summary of Significant Impact 2
Table 2: Required EIR Contents 9
Table 3: Related Projects 19
Table 4: Environmental Issue Areas 22
Table 5: National Air Quality Standards Attainment Status – South Coast Air Basin 27
Table 6: Construction-Related Criteria Pollutant Emissions 31
Table 7: Operational Criteria Pollutant Emissions 31
Table 8: General Plan Consistency 41
Table 9: Global Warming Potentials, Atmospheric Lifetimes, and Abundances of GHGs 50
Table 10: Project Related Greenhouse Gas Annual Emissions 59
Table 11: Consistency with the City of Long Beach Climate Action Plan 60
Table 12: Contaminated Sites within 10 Miles of the Project Site 62
Table 13: General Plan Consistency 68
Table 14: Existing (Ambient) Noise Measurement Results 73
Table 15: FTA Project Effects on Cumulative Noise Exposure 74
Table 16: City of Long Beach Municipal Code Exterior Noise Standards 79
Table 17: Construction Noise Levels at the Nearby Sensitive Receptors 81
Table 18: Existing Year Project Traffic Noise Contributions 82
Table 19: Opening Year 2026 Project Traffic Noise Contributions 83
Table 20: Cumulative Year 2031 Project Traffic Noise Contributions 83
Table 21: On-site Operational Noise Levels at the Nearby Homes 84
Table 22: Intersection LOS & Delay Ranges 93
Table 23: General Plan Consistency 94
Table 24: Comparison of Alternatives – Project Objectives 106
Table 25: Comparison of Environmental Issues 107

LIST OF FIGURES

Page

Figure 1: The Environmental Review Process 8
Figure 2: Washington MS Transformation Site Plan 16
Figure 3: Locations of Related Projects in Planning Area 21
Figure 4: Project Alternative 1 Site 1 103

CHAPTER 1.0 – EXECUTIVE SUMMARY

1.1 INTRODUCTION

This draft environmental impact report (EIR), prepared in accordance with the California Environmental Quality Act (CEQA), addresses potential environmental effects associated with the Washington Middle School Transformation Project (Proposed Project) in the City of Long Beach (City), by the Long Beach Unified School District (Applicant).

1.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The primary purpose of the CEQA process is to inform the public and decision-makers as to the potential impacts of a project, and to allow an opportunity for public input to ensure informed decision-making by the Lead Agency. CEQA requires all State and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid the significant environmental impacts resulting from proposed projects when feasible, and to identify a range of feasible alternatives to the proposed project that could reduce those environmental effects.

Under CEQA, a EIR analyzes the impacts of an individual activity or specific project and focuses primarily on changes in the environment that would result from that activity or project. The EIR must include the contents required by CEQA and the CEQA Guidelines, and examine all phases of the proposed project, including planning, construction, operation, and any reasonably foreseeable future phases.

1.3 PROJECT BACKGROUND

Bonds were approved on June 23, 2016, to support upgrades to aging schools within the Long Beach Unified School District (LBUSD, District). The $1.5 billion school repair and safety bond measure includes repairs; technology improvements; heating, ventilation, and air conditioning (HVAC); and school safety improvements. Measure Q bonds were approved in November 2022 to support health, safety, and student achievement within the District.

An Initial Study (IS) was prepared for the Proposed Project in 2024 and identified potentially significant impacts that required further study, including the demolition of a historic resource. The feasibility of redesigning the Project and keeping the historic resource is a project alternative (Section 4.0, Alternatives Analysis), as well as the existing structure and its replacement, described below.

1.4 PROJECT DESCRIPTION

1.4.1 <u>Project Components</u>

The Proposed Project consists of demolition of one (1) relocatable building and five (5) buildings including the Administration building (Building A), Gymnasium (Building D), the Cafeteria (Building E), Auditorium (Building C), and Classroom - Science/Shop (Building B). Three (3) new permanent buildings will be constructed: a two- to three- story, 102,000 sq. ft. classroom/administration/cafeteria building, a partial two-story 34,000 sq. ft. gymnasium/locker room/classroom/library building, and a one-story, 14,000 sq. ft. auditorium. New site improvements include a student drop-off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball court, lunch shelter, planting, irrigation, and outdoor learning environments.

1.4.2 Construction

Construction is expected to start in Fall 2024 and be completed in 36 months. The phases of construction activities include demolition, site preparation, grading, building construction, paving, and application of architectural coatings. The campus will be closed during construction and the students will be relocated to nearby middle schools within the District.

1.5 TABLES OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table 1 on the following pages summarizes potential significant adverse impacts of the Proposed Project. Each resource area is summarized in Chapter 4.0. Impacts found to be significant are listed with proposed mitigation measures. The resulting impact after each mitigation is indicated, and cumulative impacts, if any, will be required under CEQA.

Table 1: Summary of Significant Impact

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	The demolition of Building A (Administration Building) and Building B (Classroom – Science/Shop)	Potentially Significant Impact	**CUL-1: Historic American Buildings Survey-like Documentation:** Prior to the commencement of demolition, the LBUSD should record the contributing buildings through a documentation report based on Historic American Buildings Survey (HABS) standards. The report will be completed by an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards and will be based on the National Park Service (NPS) HABS Level III format and content requirements. The HABS-like report will include digital photographs documenting the interior and exterior of the building, a historical summary, and copies of any available as-builts for the contributing buildings. A hard copy and digital copy of the HABS-like report will be filed with LBUSD, and additional copies may be deposited in the collections of the Long Beach Public Library and Long Beach Heritage Museum, if requested. A digital copy will also be deposited in the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC).	Significant and Unavoidable

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
			CUL-2: Salvage and Use of Salvaged Materials: Prior to the commencement of demolition, LBUSD should coordinate with an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards, the project architect, and the demolition contractor, to develop a list of materials that would be salvaged during demolition and a salvage plan which may include architectural history monitoring during demolition. Salvaged items may be reused as a part of the new school project or elsewhere within the school site or LBUSD. Salvaged items may also be incorporated into interpretive displays within the school (if displayed in an appropriate, archival manner) or donated to museums or historical societies or other appropriate organizations. **CUL-3: Interpretive Exhibit:** The LBUSD should coordinate with an architectural historian who meets the Secretary of the Interior's Professional Standards to create an exhibit about the contributing school buildings that would be displayed in the Washington Middle School library or other well-visited location in the school. The exhibit would consist of three panels, with each measuring 24" wide and 36" long. The exhibit could include existing or historic photos or plans, along with information about the buildings' history and significance. The Office of Historic Resources (OHR) is provided one round of review and comment on the exhibit.	
Would the project cause a substantial adverse change in the significance of an		Potentially Significant Impact	**CUL-4:** LBUSD shall retain the services of a qualified cultural resources consultant and require that all initial ground disturbing work be monitored by a cultural resources monitor. This includes all initial construction activities that will potentially expose or encounter intact	Less Than Significant Impact with mitigation incorporated.

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
archaeological resource pursuant to §15064.5?			subsurface sediments underlying the Project site. The cultural resources consultant shall provide a Qualified Archaeologist, meeting the Secretary of Interior Standards (U.S. Department of Interior, 2008), and require that all initial ground disturbing work be monitored by a cultural resources monitor (monitor) proficient in artifact and feature identification in monitoring contexts. The Consultant (Qualified Archaeologist and/or monitor) shall be present at the Project construction phase kickoff meeting. **CUL-5:** Prior to commencing construction activities and thus prior to any ground disturbance in the Proposed Project site, the Consultant shall conduct initial Worker Environmental Awareness Program (WEAP) training for all construction personnel, including supervisors, present at the outset of the Project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. This WEAP training will educate construction personnel on how to work with the monitor(s) to to identify and minimize impacts to cultural resources and maintain environmental compliance and be performed periodically for new personnel coming on to the Project as needed. **CUL-6:** The contractor shall provide the Consultant with a schedule of initial potential ground disturbing activities. A minimum of 48-hours' notice will be provided to the archaeological consultant of commencement of any initial ground disturbing activities that have potential to expose or encounter intact subsurface sediments underlying the Project site. These activities may	

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
			include grading, trenching, and mass excavation. As detailed in the schedule provided, a monitor shall be present on-site at the commencement of ground-disturbing activities related to the Project. The Consultant shall observe initial ground disturbing activities and, as they proceed, adjust the monitoring approach as needed to provide adequate observation and oversight. All monitors will have stop-work authority to allow for the recordation and evaluation of finds during construction. The monitor will maintain a daily record of observations as an ongoing reference resource and to provide a resource for final reporting upon completion of the Project. The Consultant, the lead contractor, and subcontractors shall maintain a line of communication regarding schedule and activity such that the Consultant is aware of all ground-disturbing activities in advance, in order to provide appropriate oversight. **CUL-7:** If cultural resources are discovered, construction shall construction shall be halted within 50 feet of any cultural artifacts or features, and within 100 feet of any potential human remains, and shall not resume until the Qualified Archaeologist can determine the significance of the find and/or the find has been fully investigated, appropriately documented, and cleared. **CUL-8:** At the completion of all ground disturbing activities, the Consultant shall prepare a Cultural Resources prepare Monitoring Report summarizing all	

Significance Threshold	Project Related Impact	Level of Significance before Mitigation	Mitigation	Level of Significance After Mitigation
			monitoring efforts and observations as performed, and any and all prehistoric or historic archaeological finds, as well as providing follow-up reports of any finds to the SCCIC, as required.	

1.6 PROJECT ALTERNATIVES

The following alternatives for the Draft EIR were identified and evaluated:

- No Project Alternative – no changes in existing conditions
- Project Alternative 1 – this assumes that the development of the Proposed Project would include the original Proposed Project plans; however, the historical administration building (Building A) would not be demolished. Rather, new construction would expand from the building into the center of campus.

Chapter 5.0 discusses these alternatives and includes an analysis of potential environmental impacts associated with each.

CHAPTER 2.0 – INTRODUCTION

2.1 INTRODUCTION

Measure E bonds were approved on June 23, 2016 to support upgrades to aging schools within the District. The $1.5 billion school repair and safety bond measure includes repairs, technology improvements, HVAC, and school safety improvements. Measure Q bonds were approved in November 2022 to support health, safety, and student achievement within the District. The $1.7 billion measure aims to:

- Improve plumbing systems
- Maintain safe drinking water
- Upgrade schools to meet accessibility and earthquake safety standards
- Other health and safety improvements
- Renovation of libraries, science labs, and computer labs
- Fund construction of new career education spaces
- New or renovated athletic facilities
- New air conditioning systems at aging campuses

This document is draft EIR prepared in accordance with the CEQA. It provides an overview of the Proposed Project and considered alternatives, identifies the anticipated environmental impacts from the Proposed Project and the alternatives, and identifies mitigation measures designed to reduce the level of significant potentially significant impacts.

2.2 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

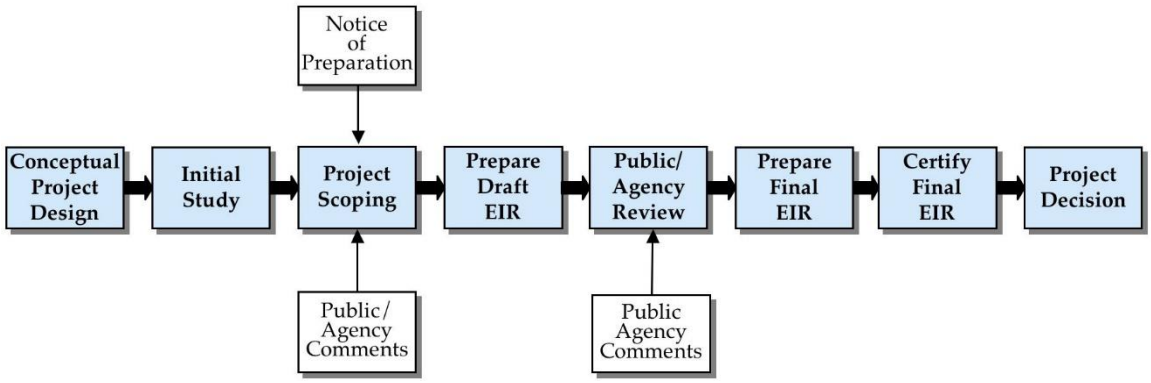
The Project requires discretionary approval of the District and is subject to environmental review requirements in accordance with the CEQA. All "projects" within the State of California are required to undergo environmental review to determine any potential environmental impacts associated with project implementation (Section 15021).

The CEQA was enacted in 1970 by the California Legislature to disclose to decision-makers and the public the significant environmental effects of a proposed project, and to identify possible ways to avoid or minimize significant environmental effects of a project by requiring implementation of mitigation measures or recommending feasible alternatives. CEQA applies to all California agencies at all levels, including local, regional, and State governments, as well as boards, commissions, and special districts. Imperial County (County), the Lead Agency for the Project, is required to conduct an environmental review to analyze any potential environmental effects associated with project implementation.

A Project EIR or an EIR has been prepared to evaluate impacts of the Proposed Project. Section 15161 of the CEQA Guidelines states that a Project EIR "… *examines the environmental impacts of a specific development project. This type of EIR should focus primarily on the changes in the environment that would result from the development project. The EIR shall examine all phases of the project including planning, construction, and operation."*

The draft EIR is then circulated to the public and affected agencies for review and comment. One of the primary objectives of the CEQA is to enhance public participation in the planning process; public involvement is an essential feature of this process. Community members are encouraged to participate in the environmental review process, request to be notified, monitor newspapers for formal announcements, and submit substantive comments at every possible opportunity afforded by the lead agency. The environmental review process provides ample opportunity for the public to participate through scoping, public notice, and public review of CEQA documents. A diagram illustrating the CEQA process is shown in Figure 1 below. Additionally, a Lead Agency is required to respond to public comments in Final EIRs, and consider comments from the scoping process in the preparation of the Draft EIR.

Figure 1: The Environmental Review Process



2.3 ENVIRONMENTAL REVIEW PROCESS

2.3.1 Scoping Process

In compliance with Section 15201 of the State CEQA Guidelines, the District has taken steps to provide opportunities for public participation in the environmental process. An IS and Notice of Preparation (NOP) were distributed on February 8th, 2024 to State, regional, and local government agencies, as well as interested parties, for a 45-day public review period to solicit comments and to inform agencies and the public of the Project. The Proposed Project was described, potential environmental effects associated with Project implementation were identified, and agencies and the public were invited to review and comment on the IS and NOP.

The IS, NOP, and received comments are contained in Appendix A of this Draft EIR. The purpose of the NOP was to formally convey to the public that the District was preparing a Draft EIR for the proposed Project and to solicit input regarding the scope and content of the environmental information to be included in this Draft EIR.

Comments Received	Location Comment Addressed
California Department of Transportation	Project Description/Transportation
Department of Toxic Substances	Hazards and Hazardous Materials

Native American Heritage Commission	Cultural Resources/Tribal Cultural Resources

Topics evaluated in this Draft EIR have been identified based on the IS prepared for the Project, the responses to the NOP, the review of the proposed Project by LBUSD staff, and the comments made during the scoping meeting. The District determined through this initial review process that impacts related to the following environmental topics are potentially significant and require an assessment in this Draft EIR:

1. Cultural Resources
2. Greenhouse Gas Emissions
3. Hazards and Hazardous Materials
4. Noise
5. Transportation
6. Tribal Cultural Resources

Mitigation measures to reduce impacts to a less than significant level are proposed whenever feasible. Table 2 contains this list of sections required under CEQA Guidelines, along with reference to the chapter where these items can be found.

Table 2: Required EIR Contents

Chapter Title (CEQA Guidelines)	Location
Table of Contents (Section 15122)	Table of Contents
Summary (Section 15123)	Chapter 1
Introduction (Section 15122)	Chapter 2
Project Description (Section 15124)	Chapter 3
Environmental Setting (Section 15125)	Chapter 4
Consideration and Discussion of Environmental Impacts (Section 15126)	Chapter 5
Mitigation Measures (Section 15126.4)	Chapter 5.1-5.7
Cumulative Impacts (Section 15130)	Chapter 5.1-5.7
Alternatives to the Proposed Project (Section 15126.6)	Chapter 6
Growth-inducing Impacts (Section 15126.2)	Chapter 7
Effects Found Not to Be Significant (Section 15128)	Chapter 7
Organizations and Persons Consulted (Section 15129)	Chapter 9
List of Preparers	Chapter 9
Acronyms/Abbreviations	Chapter 10

2.3.2 Review and Comment on the Draft Environmental Impact Report

The Draft EIR for the Project is being distributed directly to numerous agencies, organizations, and interested groups and persons for comment during the formal review period. The Draft EIR is also available for review at the following locations in the Long Beach area:

- Long Beach Main Public Library (101 Pacific Avenue, Long Beach, CA 90822)
- Signal Hill City Library (1770 E Hill Street, Signal Hill, CA 90755)

- Angelo M. Iacoboni Library (4990 Clark Avenue, Lakewood, CA 90712)
- Washington Middle School (1450 Cedar Ave Long Beach, CA 90813)
- Butler Mary Middle School (1400 E 20th Street, Long Beach, CA 90806)
- LBUSD Facilities (2425 Webster Ave, Long Beach, CA 90810)
- Online at the LBUSD website https://www.lbschoolbonds.net/ceqa-notice-washington

Interested individuals, organizations, responsible agencies, and other agencies can provide written comments about the Draft EIR addressed to:
David Miranda/2425 Webster Ave Long Beach, CA 90810

Agency responses to the Draft EIR should include the name of a contact person within the commenting agency. Due to the time limits mandated by State law (CEQA Guidelines Section 15205[d]), comments must be sent to the LBUSD at the earliest possible date but not later than September 23rd, which is 45 days after publication of this notice.

2.4 ORGANIZATION OF THE DRAFT EIR

The Draft EIR is organized into the following chapters so the reader can easily obtain information about the Proposed Project and related environmental issues:

- Chapter 1: Executive Summary – Presents a summary of the Proposed Project and alternatives, potential impacts and mitigation measures, and impact conclusions regarding growth inducement and cumulative impacts.
- Chapter 2: Introduction – Describes the purpose and use of the Draft EIR, provides a brief overview of the Proposed Project, and outlines the organization of the Draft EIR.
- Chapter 3: Project Description – Describes the project location, project details, and the LBUSD's overall objectives for the Project.
- Chapter 4: Environmental Setting – Describes the baseline environmental setting and existing physical conditions, including related projects in the area.
- Chapter 5: Environmental Analysis – Describes the existing conditions, or setting, before project implementation; methods and assumptions used in impact analysis; thresholds of significance; impacts that would result from the Proposed Project; and applicable mitigation measures that would eliminate or reduce significant impacts for each environmental issue.
- Chapter 6: Alternatives Analysis – Evaluates the environmental effects of project alternatives, including the No Project Alternative and Environmentally Superior Project Alternative.
- Chapter 7: Other CEQA Considerations – Includes a discussion of issues required by CEQA that are not covered in other chapters. This includes unavoidable adverse impacts, impacts found not to be significant, irreversible environmental changes, and growth-inducing impacts.
- Chapter 8: References – Identifies the documents and individuals consulted in preparing the Draft EIR.
- Chapter 9: Report Preparation – Lists the individuals involved in preparing the Draft EIR and organizations and persons consulted.

- Chapter 10: Acronyms/Abbreviations – Presents a list of the acronyms and abbreviations.

Appendices – Present data supporting the analysis or contents of this Draft EIR. The Appendices include the following:

- **APPENDIX A** – Initial Study/ NOP and Public Scoping Comments
- **APPENDIX B** – Air Quality, GHG, Energy Report
- **APPENDIX C** – Cultural Resources Survey Results Letter Report
- **APPENDIX D** – George Washington Middle School Historical Resources Proposed Mitigation Measures
- **APPENDIX E** – Noise Assessment
- **APPENDIX F** –AB 52 Tribal Consultation
- **APPENDIX G** – Traffic Impact Assessment

CHAPTER 3.0 – PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

Measure E Bonds were approved on June 23, 2016 to support upgrades to aging schools within the District. The $1.5 billion school repair and safety bond measure includes repairs, technology improvements, HVAC, and school safety improvements. Measure Q bonds were approved in November 2022 to support health, safety, and student achievement within the District. The $1.7 billion measure aims to:

- Improve plumbing systems
- Maintain safe drinking water
- Upgrade schools to meet accessibility and earthquake safety standards
- Other health and safety improvements
- Renovation of libraries, science labs, and computer labs
- Fund construction of new career education spaces
- New or renovated athletic facilities
- New air conditioning systems at aging campuses

3.2 PROJECT LOCATION AND SITE DESCRIPTION

The Washington Middle School campus (Project site) is located at 1450 Cedar Avenue in the City of Long Beach, in the County of Los Angeles. The Project site is located in a residential area surrounded by housing to the north, east, south, and west. The Project site is bounded by W 15th Street to the north, Pacific Avenue to the east, multi-family residential uses and W 14th street to the south, and Cedar Avenue to the west. The campus currently includes students from 6th through 8th grades, and is comprised of five permanent buildings and one portable building, with an approximate enrollment of 983 students.

3.3 REGIONAL SETTING

The Proposed Project is located within the City, in southern Los Angeles County, within the greater Los Angeles metropolitan area. Long Beach is approximately 20 miles south of downtown Los Angeles and is located adjacent to the Pacific Ocean. The total area of the city is approximately 33,908 acres (53 sq. mi.). Highways that border the City include Interstate 710, Interstate 405, and Interstate 1 (Pacific Coast Highway).

3.4 PROJECT OBJECTIVES

Goals and objectives under Measure E address four key areas, consisting of repairs, technology, air conditioning, and safety. Objectives under Measure Q include supporting health, safety, and student achievement. The objective of the Proposed Project is for the District to transform the entire Washington Middle School campus in order to improve classroom conditions, provide up-to-date equipment for student use, and create a safe educational environment. Specific improvements include the following:

Health

- Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.

Safety

- Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.

Student Achievement

- Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements, meet fire and life safety standards, and improve on-site building conditions and utilities.

3.5 PROJECT DESCRIPTION

Demolition:
Demolition of one (1) relocatable building and five (5) buildings including the Administration (Building A), Gymnasium (Building D), the Cafeteria (Building E), Auditorium (Building C), and Classroom - Science/Shop (Building B).

New Buildings, Parking Structure, Courtyard, and Turf Field: Three (3) new permanent buildings will be constructed: a two- to three- story, 102,000 sq. ft. classroom/administration/cafeteria building, a partial two-story 34,000 sq. ft. gymnasium/locker room/classroom/library building, and a one-story, 14,000 sq. ft. auditorium. New site improvements include a student drop off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball court, lunch shelter, planting, irrigation, and outdoor learning environments.
Scope includes, but is not limited to:

- HVAC installation in all classrooms, offices, and support spaces (including auditorium and cafeteria) located in permanent buildings on-site.
- New projectors, projector screens, and marker boards in classrooms.
- New projectors and projector screens in cafetorium.
- New tactile signage required throughout the campus for rooms and exits.
- ADA upgrades to paths of travel, drinking fountains, and restrooms.
- Campus-wide fire alarm upgrades.
- Interior and exterior paint for all permanent buildings.
- New windows and ceiling tiles on new buildings.
- New landscaping and planting.
- Installation of photovoltaic panels at each roof of new permanent building and battery storage systems.
- Removal of all on-site trees and landscaping.
- Surveillance cameras.

3.6 CONSTRUCTION

Construction is expected to start in Fall 2024 and be completed in 36 months. The phases of construction activities include Demolition, Site Preparation, Grading, Building Construction, Paving, and Application of architectural coatings. The campus will be closed during construction and the students will be relocated to nearby middle schools within LBUSD.

Demolition

The demolition phase would consist of the demolition of the five permanent buildings and one relocatable building, which totals 115,256 sq. ft. of building space. In addition, the existing parking lots, hardscapes, and basketball courts on the Project site will be demolished, totaling 51,100 sq. ft. of pavement to be demolished. The pavement is approximately 4-inches thick and weighs 145 pounds per sq. ft., resulting in 1,233 tons of pavement to be removed from the Project site.

The demolition phase is expected to begin in the Fall of 2024 and be completed by March 2025. The demolition activities would require an average of 15 worker trips per day. The on-site equipment would consist of one concrete/industrial saw, three excavators, and two rubber-tire dozers.

Site Preparation

The site preparation phase would consist of removing any vegetation, tree stumps, and stones on-site prior to grading. The site preparation phase would occur over 10 workdays. The on-site equipment would consist of three rubber-tire dozers, and four of either tractors, loaders, or backhoes.

Grading

Grading would occur after site preparation and would occur over 30 workdays. The Proposed Project is expected to require 30,579 cubic yards of dirt export. The on-site equipment would consist of one excavator, one grader, one rubber-tire dozer, and three of either tractors, loaders, or backhoes.

Building Construction

Building construction is expected to occur over 612 workdays. On-site equipment would consist of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes.

Paving

Paving consists of paving the hardscaped areas and would occur over 35 workdays. The on-site equipment would consist of the simultaneous operation of two cement and mortar mixers, one paver, two paving equipment, two rollers, and one of either a tractor, loader, or backhoe.

Architectural Coating

The architectural coating phase would occur over 36 workdays. The coatings would cover 227,117 sq. ft. of non-residential interior area, 75,235 sq. ft. of non-residential exterior area, and 4,365 sq. ft. of paved area. The on-site equipment would consist of one air compressor.

3.7 OPERATIONS

The Proposed Project will remain an operational school, therefore, operations of the Proposed Project would be consistent with existing operations. The Proposed Project is expected to increase enrollment from 983 to 1,100 students (117 new students). The transformation of the campus will be able to accommodate the increase in enrollment at the campus.

3.8 REQUIRED PERMITS AND APPROVALS

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the LBUSD, a list of permits and approvals to implement the Project and list of agencies that will review this Draft EIR and use it in their decision-making process. The following lists LBUSD entitlements and permits that may be required for the Project prior to construction and operation:

Regional

- South Coast Air Quality Management District (SCAQMD)
- Native American Heritage Commission (NAHC)
- Southern California Edison (SCE)
- Los Angeles Regional Water Quality Control Board (LARWQCB)

Local

- City of Long Beach Public Works
- City of Long Beach Fire Department
- City of Long Beach Health Department
- City of Long Beach Water Department
- City of Long Beach

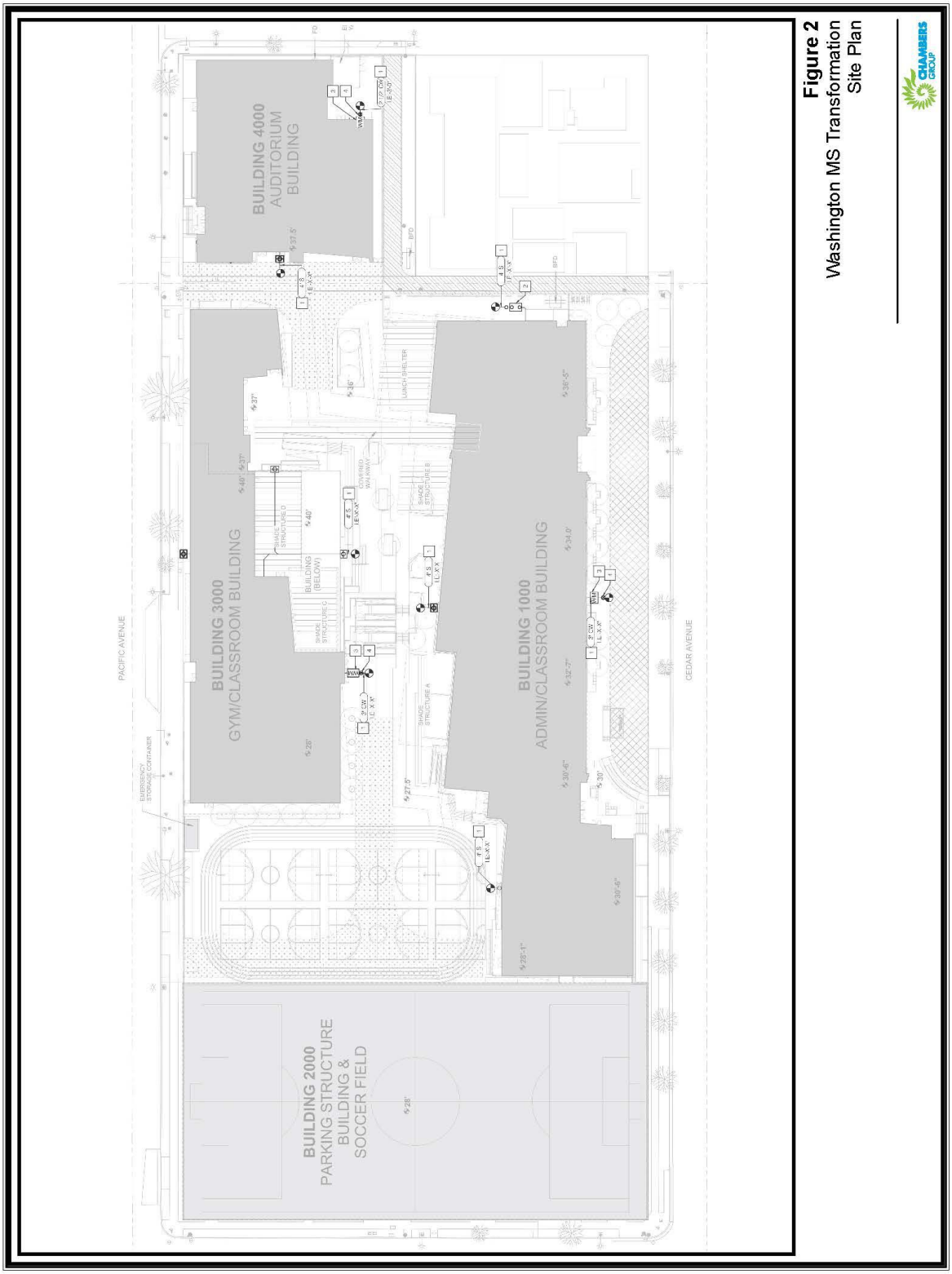
The Final EIR must be certified by the LBUSD as to its adequacy in compliance with CEQA prior to any actions being taken on the Project. The analysis of this Draft EIR is intended to provide environmental review for the Project.

3.8.1 Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers but that may review the Draft EIR for adequacy and accuracy. Potential Reviewing Agencies include the following:

- State Water Resources Control Board (SWRCB)
- California Department of Education (CDE)
- California Department of Public Health
- Department of Toxic Substances Control (DTSC)
- Division of the State Architect (DSA)
- Office of Public School Construction (OPSC)
- California Geological Survey

Figure 2: Washington MS Transformation Site Plan



CHAPTER 4.0 – ENVIRONMENTAL SETTING

4.1 EXISTING LAND USE

4.1.1 Existing Site Uses

The Project site is a public school that has been in operation since 1936. The Proposed Project would continue the long-standing presence of an educational institution at the Proposed Project Site. The Proposed Project site is located within an area designated by the City of Long Beach General Plan as Institutional, which allows educational land uses. As the zoning for the Proposed Project site is Institutional, this also allows public and private educational land uses by right (without a Conditional Use Permit).

4.1.2 Surrounding Land Uses

Land use designations adjacent to the Project site include Moderate and High Density Residential. In the November 2017 Draft General Plan Update, designations for zoning and land use will be referred to as 'Placetype' designations, which will illustrate major physical planning concepts for the City (City 2017).

The Project site is zoned for Institutional uses and is surrounded by Residential zones to the north, east, south, and west as well as Park to the south, and Commercial to the southeast. Specific 'Placetype' neighborhoods are designated and surround the Project site. Multi-Family Residential Low Density (MFR-M) exists directly west of the Project site, and Transit-Oriented Development Low Density (TOD-L) exists directly east of the Project site.

The police substation nearest to the Proposed Project site is located at 400 W Broadway, approximately 1 mile south of the Proposed Project site (Google Earth 2018). Polytechnic High School is located approximately 0.5 mile away from the Proposed Project site.

Utilities services that serve the existing area are as follows:

- Water: Long Beach Water Department
- Sewer: Sanitation Districts of Los Angeles County (LACSD)
- Electricity: Southern California Edison
- Gas: Long Beach Gas & Oil
- Telephone/Internet: Frontier and Spectrum

4.1.3 Adopted Plans

2022 Facilities Master Plan

The 2022 Facilities Master Plan for LBUSD is a multi-year capital improvement plan that outlines a strategic framework for project implementation and prioritized sequence of capital investments. The framework describes goals, intended scope, baseline budgets, recommended actions, schedule milestones, and benefits for 10 strategic classifications of capital projects for elementary, middle, high, K-12, and K-8 schools. The 2022 Facilities Master Plan addresses three issues, including (1) Aging facilities built for a different era of education, (2) Declining enrollment and underutilized capacity, and (3) Expanding needs for a diverse student population. The ten strategic classifications include facility enhancements, wellness

and greenspaces, pre-K/T-K expansion, sustainability, health & fitness, safe campuses, instructional technology, career and technical education, community and professional development, and media centers.

4.2 RELATED PROJECTS

The CEQA requires that an EIR contain an assessment of the cumulative impacts that could result from a project and other related projects. As defined in the CEQA Guidelines, "[c]umulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Although project-related impacts may be individually minor, the cumulative effects of these impacts, in combination with the impacts of other projects, could be significant under the CEQA and must be addressed. Through the evaluation of cumulative impacts, the CEQA attempts to ensure that large-scale environmental impacts will not be ignored.

The analysis of cumulative effects "need not provide as great detail as is provided for the effects attributable to the project alone," but the discussion "shall reflect the severity of the impacts and their likelihood of occurrence." Where a Lead Agency concludes that the cumulative effects of a project, taken together with the impacts of past, present, and probable future projects, are significant, the Lead Agency then must determine whether the project's incremental contribution to such significant cumulative impact is "cumulatively considerable," and thus significant in and of itself.

The section additionally states, "when the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A Lead Agency shall identify facts and analysis supporting the Lead Agency's conclusion that the cumulative impact is less than significant" (State CEQA Guidelines sec 15130[a]).

This Draft EIR considers the effects of the Project in relation to the full development forecasted by the General Plan and other related projects either proposed, approved, or under construction in the area. A total of 24 related projects within the District, illustrated in Figure 3, have been identified in relation to the Project based on their proximity to the Project site. Based on the timing of the NOP and in accordance with CEQA, these are projects which are considered reasonably foreseeable to be built in the near future. Table 3: Related Projects provides information on the land use, location, and size of these related projects. The list of related projects was used to assess cumulative conditions where appropriate.

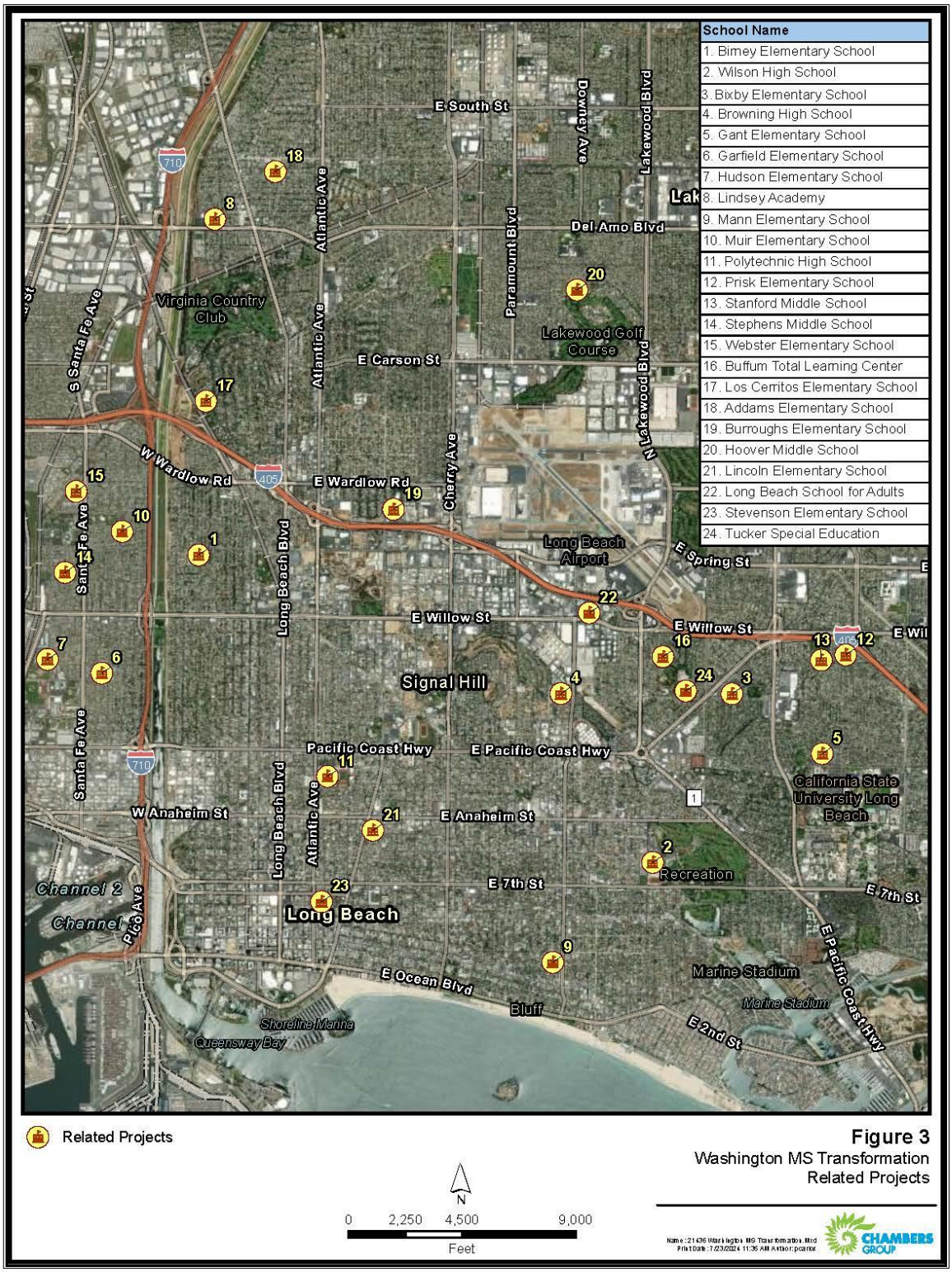
Table 3: Related Projects

Project Name	Description	Approximate Distance from Project Site	Time Frame
1. Birney Elementary School Heating, Ventilation & Air Conditioning	School Heating, ventilation, air conditioning	1.9 miles	2023-2024
2. Wilson High School Aquatics Center	Construction of aquatics center	3.00 miles	2023-2024
3. Bixby Elementary School Solar Canopy	Solar Canopy	3.5 miles	2024-2025
4. Browning High School Solar Canopy	Solar Canopy	2.45 miles	2024-2025
5. Gant Elementary School Campuswide Renovation	Campuswide renovation	4.35 miles	2024-2025
6. Garfield Elementary School Solar Canopy	Solar Canopy	1.31 miles	2024-2025
7. Hudson Elementary School Solar Canopy	Solar Canopy	1.8 miles	2024-2025
8. Lindsey Academy Solar Canopy	Solar Canopy	4.2 miles	2024-2025
9. Mann Elementary School Solar Canopy	Solar Canopy	2.7 miles	2024-2025
10. Muir Academy Solar Canopy	Solar Canopy	2.0 miles	2024-2025
11. Polytechnic High School Transformation	Modernization	0.6 miles	2024-2025
12. Prisk Elementary School Solar Canopy	Solar Canopy	4.5 miles	2024-2025

13. Stanford Middle School Heating, Ventilation & Air Conditioning	School Heating, ventilation, air conditioning	4.5 miles	2024-2025
14. Stephens Middle School Solar Canopy	Solar Canopy	2 miles	2024-2025
15. Webster Elementary School Solar Canopy	Solar Canopy	2.5 miles	2024-2025
16. Buffum Total Learning Center Campuswide Renovation	Modernization	3.2 miles	2025-2026
17. Los Cerritos Elementary Campuswide Renovation	Modernization	2.8 miles	2025-2026
18. Addams Elementary School Campuswide Renovation	Modernization	4.5 miles	2026-2027
19. Burroughs Elementary School Campuswide Renovation	Modernization	2.35 miles	2026-2027
20. Hoover Middle School Campuswide Renovation	Modernization	4.5 miles	2026-2027
21. Lincoln Elementary School Campuswide Renovation	Modernization	1.00 miles	2026-2027
22. Long Beach School for Adults Campuswide Renovation	Modernization	2.9 miles	2026-2027
23. Stevenson Elementary School Campuswide Renovation	Modernization	1.00 miles	2026-2027
24. Tucker Special Education Campuswide Renovation	Modernization	3.5 miles	2026-2027

Source: Bond Site for Long Beach Unified School District (https://www.lbschoolbonds.net/timeline-page)

Figure 3: Locations of Related Projects in Planning Area



CHAPTER 5.0 – ENVIRONMENTAL IMPACT ANALYSIS

ENVIRONMENTAL ISSUES ADDRESSED

An IS was prepared for the Project in February 2024. Based on the findings of the Initial Study, it has been determined that a Draft EIR is required for the Project. The LBUSD used the Initial Study as well as agency and public input received during the public comment period (February 8th, 2024 to March 11th, 2024), to determine the final scope for this Draft EIR. Environmental issue areas are listed by the level of significance of their impacts in Table 4: Environmental Issue Areas below, as determined by the analysis provided in the Initial Study.

Table 4: Environmental Issue Areas

No Impact	Less Than Significant Impact	Potentially Significant Impact
Agriculture and Forest Resources	Aesthetics	Noise
Biological Resources	Energy	Cultural Resources
Land Use and Planning	Geology and Soils	Greenhouse Gas Emissions
Mineral Resources	Hydrology and Water Quality	Transportation
Population and Housing	Utilities/Service Systems	Air Quality
Public Services		Hazards & Hazardous Materials
Recreation		Tribal Cultural Resources
Wildfire		

The purpose of this section of the Draft EIR is to further analyze those impacts previously determined to be potentially significant in order to inform decision-makers and the public of the type and magnitude of the changes to the existing environment that would result from the Project. The following sections provide detailed discussion of the environmental setting for each topic addressed in this Draft EIR, the analysis of the potential impacts of the Project, potential cumulative impacts, and measures to fully mitigate potential significant impacts feasible.

Impacts found to be less than significant in the IS are further discussed in Section 7.1: Effects Not Found to be Significant of this Draft EIR.

TERMINOLOGY USED IN THIS ANALYSIS

For each CEQA checklist question listed in the Draft EIR, a determination of the level of significance of the impact is provided (CEQA Guidelines Appendix G). Impacts are determined in the following categories:

- **No Impact.** A designation of *no impact* is given when no adverse changes in the environment are expected.
- **Less Than Significant.** A *less than significant impact* would cause no substantial adverse change in the environment.

- **Less Than Significant with Mitigation.** A *potentially significant (but mitigable) impact* would have a substantial adverse impact on the environment but could be reduced to a less-than-significant level with incorporation of mitigation measure(s).
- **Potentially Significant.** A *significant and unavoidable impact* would cause a substantial adverse effect on the environment and no feasible mitigation measures would be available to reduce the impact to a less-than-significant level.

Please see Chapter 10.0: Acronyms and Abbreviations for a glossary of terms, definitions, and acronyms used in this Draft EIR.

5.1 AIR QUALITY

This section provides information on ambient air quality conditions in the vicinity of the Project site, and identifies potential impacts to air quality as a result of the construction and operation of the Project. Information contained in this section is from the *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis* included as Appendix B of this EIR.

5.1.1 Existing Environmental Setting

Regional Climate

The South Coast Air Basin experiences a Mediterranean climate characterized by warm summers, mild winters, infrequent rainfall, and plentiful sunshine. The Pacific Ocean is the primary moderating influence on the climate pattern, but the coastal mountain ranges lying along the north and east sides of the Air Basin act to buffer extreme summer heat and winter cold temperatures occurring in the interior desert and plateau areas.

The Project site is located within the City of Long Beach in southwestern Los Angeles County. According to the Western Regional Climate Center, the normal daily maximum temperature is 91.9 degrees Fahrenheit (°F) in August, while the normal daily minimum temperature is 39.6 °F in December. The area typically experiences warm, dry summers, and annual average total precipitation is 18.96 inches (predominantly occurring in the winter and early spring months).

Wind patterns across southeastern Los Angeles County are characterized by westerly and southwesterly on-shore winds during the day ,and easterly or northeasterly breezes at night. Wind speed is somewhat greater during the dry summer months than during the rainy winter season.

Between the periods of dominant airflow, periods of air stagnation may occur, both in the morning and evening hours. Whether such a period of stagnation occurs is one of the critical determinants of air quality conditions on any given day. Although the Air Basin has a semi-arid climate, the air near the surface is generally moist due to the presence of a shallow marine layer. Because of very low average wind speeds, a limited capacity exists to disperse air contaminants (e.g., smog) horizontally. The dominant daily wind pattern is an onshore 8 to 12 miles per hour (mph) daytime breeze and an offshore 3 to 5 mph nighttime breeze. The typical wind flow pattern fluctuates only with occasional windstorms or strong northeasterly Santa Ana Winds from the mountains and deserts northeast of the Air Basin. During the winter and fall months, surface high pressure systems over the Air Basin, combined with other meteorological conditions, can result in very strong, downslope Santa Ana winds. These winds normally have durations of a few days before predominant meteorological conditions are reestablished.

On virtually all spring and early summer days, most of the pollution produced during an individual day is moved out of the Air Basin through mountain passes, or is lifted by warm vertical current produced by the heating of adjacent mountain slopes. In those seasons, the Air Basin can be “flushed” of pollutants by a transport of ocean air in the afternoon.
From late summer through the winter months, flushing is less pronounced because of lower wind speeds and earlier appearance of offshore winds. With extremely stagnant wind flows, the drainage winds may begin near the mountains by late afternoon. Remaining pollutants are trapped and begin to accumulate

during the night and the following morning. A low average morning wind speed in pollution source areas is an indicator of stagnation potential and pollutant accumulation.

Vertical dispersion of air pollutants in the Air Basin is hampered by the presence of a temperature inversion in the layers of the atmosphere near the surface of the Earth. In a normal situation, temperatures decrease with altitude, and air continues to rise because it remains warmer than the surrounding air. In the case of an inversion layer, air cannot expand upward because the warmer air above traps it. However, as the day progresses and the sun warms the ground, the surface layer of the air approaches a temperature equal to the temperature of the inversion layer. When these temperatures become equal, the inversion layer begins to erode at the lower edge. If enough warming takes place, the inversion layer becomes weaker and weaker and finally "breaks." The surface air layers will then mix upward without limit. This phenomenon is frequently observed in the middle or late afternoon on hot summer days, when the smog appears to clear up suddenly. Winter inversions frequently break by midmorning, preventing contaminant build-up. The combination of low wind speeds and low-level inversions produces the greatest concentration of pollutants. On high wind days, air pollutants are swept and carried in the air. On days of no inversion, or on days of wind speed averaging 15 mph, concentration of pollutants is minimal, independent of season.

Air Pollutants of Concern

Criteria Air Pollutants

Federal and State laws regulate the air pollutants emitted into the ambient air by stationary and mobile sources. These regulated air pollutants are known as "criteria air pollutants" and are categorized as primary and secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), volatile organic compounds (VOC), nitrogen oxides (NOx), sulfur dioxide (SO2), and most fine particulate matter (PM10, PM2.5) including lead (Pb) and fugitive dust, are primary air pollutants. Of these CO, SO2, PM10, and PM2.5 are criteria air pollutants. VOC and NOx are criteria pollutant precursors and go on to form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O3) and nitrogen dioxide (NO2) are the principal secondary pollutants.

Toxic Air Contaminants

The public's exposure to toxic air contaminants (TACs) is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The Health and Safety Code defines a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Act (42 United States Code [U.S.C.] Sec. 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency (CalEPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines the substance is an air pollutant which may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

Cancer Risk. One of the primary health risks of concern due to exposure to TACs is the risk of contracting cancer. The carcinogenic potential of TACs is a particular public health concern because it is currently believed by many scientists that there is no "safe" level of exposure to carcinogens; that is, any exposure to a carcinogen poses some risk of causing cancer. Health statistics show that one in four people will contract cancer over their lifetime, or 250,000 in a million, from all causes, including diet, genetic factors, and lifestyle choices.

Noncancerous Health Risks. Unlike carcinogens, for most noncarcinogens it is believed that there is a threshold level of exposure to the compound below which it will not pose a health risk. CalEPA and California Office of Environmental Health Hazard Assessment (OEHHA) have developed reference exposure levels (RELs) for noncarcinogenic TACs that are health-conservative estimates of the levels of exposure at or below which health effects are not expected. The noncancerous health risk due to exposure to a TAC is assessed by comparing the estimate level of exposure to the REL. The comparison is expressed as the ratio of the estimated exposure level to the REL, called the hazard index (HI).

Other Effects on Air Pollution

Just as humans are affected by air pollution, so too are plants and animals. Animals must breathe the same air and are subject to the same types of negative health effects. Certain plants and trees may absorb air pollutants that can stunt their development or cause premature death.

There are also numerous impacts to the human economy including lost workdays due to illness, a desire on the part of business to be located in areas with a healthy environment, and increased expenses from medical costs. Pollutants may also lower visibility and cause damage to property. Certain air pollutants are responsible for discoloring painted surfaces, eating away at stones used in buildings, dissolving the mortar that holds bricks together, and cracking tires and other items made from rubber.

5.1.2 Regulatory Setting

The Proposed Project site lies within the South Coast Air Basin (SCAB), which is managed by the SCAQMD. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: CO, O_3, SO_2, NO_2, PM_{10}, $PM_{2.5}$, and Pb. The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either "attainment" or "nonattainment" areas for each criteria pollutant, based on whether the NAAQS have been achieved or not. Attainment relative to the state standards is determined by the CARB. The SCAB has been designated by the federal EPA as a nonattainment area for O_3 and suspended particulates ($PM_{2.5}$). Currently, the SCAB is in attainment with the ambient air quality standards for CO, SO_2, PM_{10} and NO_2. The SCAB is designated as partial nonattainment for Pb, based on two source-specific monitors in Vernon and in the City of Industry that are both near battery recycling facilities.

The EPA has designated the SCAB as extreme nonattainment for the 8-hour average ozone standard. The 1997 8-hour ozone NAAQS was strengthened from 0.08 parts per million (ppm) to 0.075 ppm, effective May 27, 2008. The 1997 8-hour ozone standard was revoked in implementation rules for the 2008 ozone NAAQS, effective April 6, 2015. On October 1, 2015, the EPA again strengthened the 8-hour ozone NAAQS to 0.070 ppm, effective December 28, 2015, retaining the same form as the previous 1997 and 2008 standards. The 2008 ozone NAAQS is a primary focus of the 2016 Air Quality Management Plan (AQMP).

Additionally, the EPA has designated the SCAB as nonattainment for $PM_{2.5}$. In 1997, the EPA established standards for $PM_{2.5}$ (particles less than 2.5 micrometers), which were not implemented until March 2002. $PM_{2.5}$ is a subset of the PM_{10} emissions whose standards were developed to complement the PM_{10} standards that cover a full range of inhalable particle matter. For the PM_{10} health standards, the annual PM_{10} standard was revoked by the EPA on October 17, 2006; the 24-hour average PM_{10} nonattainment status was redesignated to attainment (maintenance) on July 26, 2013.

The 2012 AQMP provides measures to reduce $PM_{2.5}$ emissions to within the federal standard by 2015. On January 25, 2013, the CARB approved the 2012 AQMP that was prepared per the federal Clean Air Act requirements to show attainment of the $PM_{2.5}$ standard by the revised date of 2014. The 2012 AQMP builds upon the approaches taken in the 2007 AQMP utilized to reduce $PM_{2.5}$ emissions in the SCAB. On December 14, 2012, the EPA revised the primary annual $PM_{2.5}$ NAAQS from 15 micrograms per cubic meter ($\mu g/m^3$) to 12 $\mu g/m^3$. The 2016 AQMP includes implementation strategies to meet the revised $PM_{2.5}$ standard.

The SCAB has been designated by CARB as a nonattainment area for O_3, NO_2, PM_{10}, $PM_{2.5}$, and Pb. Currently, the SCAB is in attainment with the state ambient air quality standards for CO, SO_2, and sulfates, and is unclassified for visibility-reducing particles and hydrogen sulfide. The 2007, 2012, and 2016 AQMPs provide measures to meet the state standards for O_3, NO_2, PM_{10}, and $PM_{2.5}$.

Table 5: National Air Quality Standards Attainment Status – South Coast Air Basin

Criteria Pollutant	Averaging Time	Designation[a]	Attainment Date[b]
Ozone	1979 1-Hour (0.12 ppm)	Nonattainment (Extreme)	2/6/2023 (revised deadline)
	2015 8-Hour (0.07 ppm)[d]	Nonattainment (Extreme)	8/3/2038
	2008 8-Hour (0.075 ppm)[d]	Nonattainment (Extreme)	7/20/2032
	1997 8-Hour (0.08 ppm)[d]	Nonattainment (Extreme)	6/15/2024
PM2.5[e]	2006 24-Hour (35 $\mu g/m^3$)	Nonattainment (Serious)	12/31/2019
	2012 Annual (12 $\mu g/m^3$)	Nonattainment (Serious)	12/31/2021
	1997 Annual (15 $\mu g/m^3$)	Attainment (final determination pending)	4/5/2015 (attained 2013)
PM10[f]	1987 24-Hour (150 $\mu g/m^3$)	Attainment (Maintenance)	7/26/2013 (attained)
Lead[g]	2008 3-Months Rolling (0.15 $\mu g/m^3$)	Nonattainment (Partial) (Attainment determination requested)	12/31/2015
CO	1971 1-Hour (35 ppm)	Attainment (Maintenance)	6/11/2007
	1971 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007
NO_2[h]	2010 1-Hour (100 ppb)	Unclassifiable/Attainment	N/A (attained)
	1971 Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (attained)
SO_2[i]	2010 1-Hour (75 ppb)	Unclassifiable/Attainment	1/9/2018
	1971 24-Hour (0.14 ppm)	Unclassifiable/Attainment	3/19/1979

Source: SCAQMD, 2022

5.1.3 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the LBUSD utilizes the State CEQA Guidelines Appendix G Checklist. Appendix G states that a project may be deemed to have an air quality impact if it would:

Threshold a) **Conflict with or obstruct implementation of the applicable air quality plan.**

Threshold b) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard.**

Threshold c) **Expose sensitive receptors to substantial pollutant concentrations.**

Please refer to **Section 7.1: Effects Found Not to Be Significant** for an evaluation of those topics that were determined to be less than significant or have no impact and do not require further analysis in the EIR**.**

5.1.4 Methodology

Construction-related emissions associated with typical construction activities, such as site grading and construction of the buildings, were modeled using the California Emissions Estimator Model (CalEEMod), 2022.1.1.25. CalEEMod allows the user to enter project-specific construction information, such as types, number, and horsepower of construction equipment, and number and length of off-site motor vehicle trips. The construction period for the Proposed Project was put into CalEEMod to estimate the total construction-related emissions. Construction-related exhaust emissions for the Proposed Project were estimated for construction worker commutes, haul trucks, and the use of off-road equipment.

Construction-generated criteria pollutant emissions were modeled based on general land use information and construction period description provided in Chapter 3.0, Project Description of this EIR. The CalEEMod input data, included in this EIR as Appendix B, lists the assumed equipment to be used for project construction, the duration of each phase, and changes to default settings that were made for project-specific conditions.

After construction, day-to-day activities associated with operation of the Proposed Project would generate emissions from a variety of sources. Operational criteria pollutant emissions were also estimated using CalEEMod. Since the project site is currently operating as a middle school, the estimated emissions are based on the impacts of the Proposed Projects net increase in emissions compared to existing conditions. As described in detail in Chapter 3.0 of this EIR, the Proposed Project would involve the demolition and construction of buildings located on the Project site. Projected student enrollment is anticipated to increase in enrollment from 983 students to 1,100. Therefore, the net change in emissions is based on the increase in energy usage and area source emissions. Vehicle fleet characteristics, energy consumption, waste generation, and water use and wastewater generation data specific to Los Angeles County, or project-specific data, were used in place of CalEEMod defaults, where available.

5.1.5 Project Impact Analysis

Threshold a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Proposed Project would not conflict with or obstruct implementation of the SCAQMD AQMP. The following section discusses the Proposed Project's consistency with the SCAQMD AQMP.

SCAQMD AQMP

The CEQA requires a discussion of any inconsistencies between a proposed project and applicable General Plans and regional plans (CEQA Guidelines Section 15125). The regional plan that applies to the Proposed Project includes the SCAQMD AQMP. Therefore, this section discusses any potential inconsistencies of the Proposed Project with the AQMP.

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions and objectives of the AQMP and discuss whether the Proposed Project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the Proposed Project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended GP Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance discussed in Section 9.1 in Appendix B or local thresholds of significance discussed in Section 9.2 in Appendix B. The ongoing operation of the Proposed Project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance discussed in Section 9.1 in Appendix B. The analysis for long-term local air quality

impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards.

Therefore, a less than significant long-term impact would occur, and no mitigation would be required.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the Proposed Project with the assumptions in the 2022 AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Proposed Project are based on the same forecasts as the AQMP. The 2022 AQMP was developed through use of the planning forecasts provided in the Connect SoCal and 2019 Federal Transportation Improvement Program (FTIP). The Connect SoCal is a major planning document for the regional transportation and land use network within Southern California. The Connect SoCal is a long-range plan that is required by federal and state requirements placed on the Southern California Association of Governments (SCAG) and is updated every four years. The 2019 FTIP provides long-range planning for future transportation improvement projects that are constructed with state and/or federal funds within Southern California. Local governments are required to use these plans as the basis of their plans for the purpose of consistency with applicable regional plans under CEQA. For this project, the City General Plan's Land Use Plan defines the assumptions that are represented in AQMP.
The west side of the project site is currently designated as MFR-M, and the east side of the project site is currently designated as TOD-L, and the entire project site has a School Overlay in the General Plan. The Proposed Project consists of the demolition of the existing structures and construction of new school structures. The Proposed Project is an allowed use within the current land use designation. As such, the Proposed Project is not anticipated to exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion. Based on the above, the Proposed Project will not result in an inconsistency with the SCAQMD AQMP.

Therefore, a less than significant impact will occur in relation to implementation of the AQMP.

Threshold b) **Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard?**

Less Than Significant Impact. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. The following section calculates the potential air emissions associated with the construction and operations of the proposed project and compares the emissions to the SCAQMD standards.

Construction Emissions
The construction activities for the Proposed Project are anticipated to include the renovation of the majority of buildings on campus that will include limited demolition, site preparation and grading, building renovations, paving of the hardscaped areas, and application of architectural coatings. The CalEEMod model has been utilized to calculate the construction-related regional emissions from the Proposed Project and the input parameters utilized in this analysis have been detailed in Section 8.1 in Appendix B.

The maximum daily construction emissions by season are shown below in Table 6 and the CalEEMod printouts are shown in Appendix B.

Table 6: Construction-Related Criteria Pollutant Emissions

Season and Year of Construction	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Daily Summer Max						
2025	1.51	12.0	19.4	0.03	1.81	0.73
2026	40.8	11.3	18.9	0.03	1.75	0.69
Daily Winter Max						
2024	3.72	36.1	34.1	0.05	7.22	4.18
2025	1.94	27.7	23.1	0.09	5.53	2.39
2026	40.8	11.4	18.1	0.03	1.75	0.69
Maximum Daily Construction Emissions	40.8	36.1	34.1	0.09	7.22	4.18
SCAQMD Regional Thresholds	75	100	550	150	150	55
SCAQMD Local Thresholds	--	123	1,530	--	14	8
Exceeds Thresholds?	No	No	No	No	No	No

Source: CalEEMod Version 2022.1.

Table 6 shows that none of the analyzed criteria pollutants would exceed either the regional or local emissions thresholds during construction of the Proposed Project. Therefore, less than significant regional and local air quality impacts would occur from construction of the Proposed Project.

Operational Emissions

The ongoing operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips, emissions from energy usage, and on-site area source emissions created from the ongoing use of the Proposed Project. The operations-related regional criteria air quality impacts created by the Proposed Project have been analyzed through use of the CalEEMod model and the input parameters utilized in this analysis have been detailed in Section 8.1 in Appendix B. The worst-case summer or winter VOC, NOx, CO, SO_2, PM10, and PM2.5 daily emissions created from the Proposed Project's long-term operations have been calculated and are summarized below in Table 7 and the CalEEMod printouts are in Appendix B.

Table 7: Operational Criteria Pollutant Emissions

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Mobile Sources	0.81	0.60	6.06	0.01	1.20	0.31
Area Sources	5.01	0.07	8.58	<0.01	0.02	0.01
Energy Usage	0.05	0.85	0.71	0.01	0.06	0.06
Total Emissions	5.87	1.52	15.4	0.02	1.28	0.38
SCAQMD Regional Operational Thresholds	55	55	550	150	150	55
SCAQMD Local Thresholds	--	123	1,530	--	4	2
Exceeds Thresholds?	No	No	No	No	No	No

Notes:

[1] Mobile sources consist of emissions from vehicles and road dust.
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from natural gas usage.
Source: Calculated from CalEEMod Version 2022.1.

The data provided in Table 7 shows that none of the analyzed criteria pollutants would exceed either the regional or local emissions thresholds during operation of the Proposed Project. Therefore, less than significant regional and local air quality impacts would occur from operation of the Proposed Project.

Threshold c) Would the Project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. The Proposed Project would not expose sensitive receptors to substantial pollutant concentrations. The local concentrations of criteria pollutant emissions produced in the nearby vicinity of the Proposed Project, which may expose sensitive receptors to substantial concentrations, have been calculated in Section 10.3 in Appendix B for both construction and operations, which are discussed separately below. The discussion below also includes an analysis of the potential impacts from TAC emissions. The nearest sensitive receptors to the Project site are residents at the multi-family homes located adjacent to the west side of the southern portion of the Project site, that are as near as 12 feet west of the School. There are also multi-family homes located across Cedar Avenue that are as near as 85 feet west of the School, across W 15th Street that are as near as 60 feet north of the School, and across Pacific Avenue that are as near as 100 feet east of the School.

Construction-Related Sensitive Receptor Impacts

Construction activities may expose sensitive receptors to substantial pollutant concentrations of localized criteria pollutant concentrations and TAC emissions created from on-site construction equipment, which are described below.

<u>Local Criteria Pollutant Impacts from Construction</u>

The local air quality impacts from construction of the Proposed Project have been analyzed in Section 10.3 in Appendix B, and confirm that the construction of the Proposed Project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Section 9.2 in Appendix B. Therefore, construction of the Proposed Project would create a less than significant construction-related impact to local air quality and no mitigation would be required.

<u>Toxic Air Contaminants Impacts from Construction</u>

Construction activities associated with the Proposed Project are anticipated to generate TAC emissions from DPM associated with the operation of trucks and off-road equipment, and from possible asbestos in the structures to be demolished.

Diesel Particulate Matter (DPM) Emissions

The greatest potential for toxic air contaminant emissions would be related to DPM emissions associated with heavy equipment operations during construction of the Proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology.

It should be noted that the most current cancer risk assessment methodology recommends analyzing a 30-year exposure period for the nearby sensitive receptors (Appendix B).

Given the relatively limited number of heavy-duty construction equipment, the varying distances that construction equipment would operate to the nearby sensitive receptors, and the short-term construction schedule, the Proposed Project would not result in a long-term (i.e., 30 or 70 years) substantial source of TAC emissions and corresponding individual cancer risk. In addition, California Code of Regulations (CCR) Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment, and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0, Tier 1, or Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, due to the limitations in off-road construction equipment DPM emissions from implementation of Section 2448, a less than significant short-term TAC impact would occur during construction of the proposed project from DPM emissions.

Asbestos Emissions
It is possible that the existing on-site structures to be demolished contain asbestos. According to SCAQMD Rule 1403 requirements, prior to the start of demolition activities, the existing structures located on-site shall be thoroughly surveyed for the presence of asbestos by a person that is certified by Cal/OSHA for asbestos surveys. Rule 1403 requires that the SCAQMD be notified a minimum of 10 days before any demolition activities begin with specific details of all asbestos to be removed, start and completion dates of demolition, work practices and engineering controls to be used to contain the asbestos emissions, estimates on the amount of asbestos to be removed, the name of the waste disposal site where the asbestos will be taken, and names and addresses of all contractors and transporters that will be involved in the asbestos removal process. Therefore, through adherence to the asbestos removal requirements, detailed in SCAQMD Rule 1403, a less than significant asbestos impact would occur during construction of the Proposed Project.

As such, construction of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations-Related Sensitive Receptor Impacts
The ongoing operations of the proposed project may expose sensitive receptors to substantial pollutant concentrations from the potential local air quality impacts from on-site operations, and from possible TAC impacts.

<u>Local Criteria Pollutant Impacts from On-site Operations</u>
The local air quality impacts from the operation of the proposed project would occur from on-site sources such as architectural coatings, landscaping equipment, and on-site usage of natural gas appliances. The analysis provided in Section 10.3 in Appendix B found that the operation of the proposed project would not exceed the local NOx, CO, PM10 and PM2.5 thresholds of significance discussed in Section 9.2 in Appendix A. Therefore, the ongoing operations of the proposed project would create a less than

significant operations-related impact to local air quality due to on-site emissions, and no mitigation would be required.

Operations-Related TAC Impacts

DPM is the predominant TAC in most areas and according to *The California Almanac of Emissions and Air Quality 2013 Edition*, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde, have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips that are anticipated to be generated by the proposed project, a less than significant TAC impact would occur during the ongoing operations of the Proposed Project and no mitigation would be required.

Therefore, operation of the Proposed Project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentration.

5.1.6 Cumulative Impacts

Cumulative impacts are defined in the CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Stated in another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines Section 15130 (a)(1)).

The analysis of potential cumulative criteria pollutant impacts has been provided in Threshold b above. This analysis found that construction activities associated with implementation of the Proposed Project would be below the significance thresholds for all phases of construction activities, and that regional emissions associated with the operation of the Proposed Project would be less than the daily significance thresholds. As such, the Proposed Project would create a less than significant cumulative impact to air quality, and no mitigation is required.

5.1.7 Mitigation Measures

No mitigation measures are required, as all Project impacts regarding air quality are less than significant.

5.1.8 Level of Significance After Mitigation

No mitigation measures are required, as all Project impacts regarding air quality are less than significant.

5.2 CULTURAL RESOURCES

This section describes the cultural resources at the Project site and general vicinity. Cultural resources include archaeological and historic sites, buildings, structures, features, objects, and human remains (Section 15064.5 of the CEQA Guidelines). This section analyzes the potential impacts resulting from implementation of the Proposed Project and recommends mitigation measures to reduce or avoid impacts to these resources. This section also examines levels of significance after mitigation.

The Proposed Project was reviewed for its historical significance and for compliance with the Secretary of Interior's Standards by Chambers Group, Inc. (Chambers Group) in 2024 in the *Washington Middle School Transformation Project Cultural Resources Survey Results Letter Report*. The report includes the results of a cultural resources records search and literature review of the Project site and surrounding half-mile radius (study area), and a Cultural Resources Phase I Pedestrian Survey (Survey). The tasks were conducted to determine the presence of a potential for prehistoric and/or historic cultural resources within the Project site, and to assess the potential for impacts to those resources from Project activities in compliance with applicable County, State, and federal codes, regulations, and statues. The Cultural Resources Survey, as conducted, was negative and no evidence of previously documented cultural resources was observed in the Project site. The document is provided as Appendix C of this EIR.

A Historical Resources Mitigation Memorandum was prepared for the Proposed Project by Kleinfelder and is provided as Appendix D of this EIR.

5.2.1 Existing Environmental Setting

Existing Conditions

The Proposed Project is located in a developed area of the City of Long Beach. The Project site currently houses Washington Middle School, which was originally built in 1935-1936 and is situated in a residential area surrounded by housing on all sides of the property. This school accommodates middle school students from grades 6 to 8. The site is approximately five acres in size.

Cultural Setting

LBUSD completed a District-Wide Cultural Resources Assessment to assess all potential cultural resources, both historic and prehistoric, located within all District campuses and facilities. According to the districtwide assessment, Building A and Building B of Washington Middle School (Property #108564) are eligible for listing on the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) (Chambers Group 2024).

5.2.2 Applicable Regulations

Federal

American Indian Religious Freedom Act

The American Indian Religious Freedom Act, Title 42 United States Code (U.S.C), Section 1996, protects Native American religious practices, ethnic heritage sites, and land uses.

National American Graves Protection and Repatriation Act

Enacted in 1990, the Native American Graves Protection and Repatriation Act (NAGPRA) conveys to American Indians of demonstrated lineal descent the human remains and funerary or religious items that are held by federal agencies and federally supported museums, or that have been recovered from federal lands. It also makes the sale or purchase of American Indian remains illegal, whether or not they are derived from federal or Indian lands.

National Historic Preservation Act and NRHP

Federal regulations for cultural resources are primarily governed by Section 106 of the National Historic Preservation Act (NHPA) of 1966, which applies to actions taken by federal agencies. The criteria for determining NRHP eligibility are found in 36 Code of Federal Regulations (CFR) Part 60. Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on any site, district, building, structure, or object included in or eligible for inclusion in the NRHP, and affords the federal Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Council's implementing regulations, 'Protection of Historic Properties,' are found in 36 CFR Part 800. The NRHP (36 CFR 60.4) criteria are used to evaluate resources when complying with Section 106 of the NHPA. Those criteria state that eligible resources comprise districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and any of the following eligibility criteria as follows:

- Criterion A: Associated with events that have made a significant contribution of the broad patterns of our history;
- Criterion B: Associated with the lives of persons significant in our past;
- Criterion C: That embodies the distinctive characteristics of a type, period, or method of construction, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded, or have potential to yield, information important to history or prehistory.

For properties to be considered eligible for inclusion in the NRHP, they must demonstrate significance. If significance has been established, it is necessary to determine whether the resource retains the integrity for which it is significant. Therefore, eligible properties must meet at least one of the criteria and exhibit integrity. Historical integrity is measured by the degree to which the resource retains its historical attributes and conveys its historical character, the degree to which the original fabric has been retained, and the reversibility of changes to the property.

Historical Districts derive their importance from being considered a unified entity, even though they are often composed of a variety of resources. The identity of a district results from the interrelationship of its resources, which can be an arrangement of historically or functionally related properties. A district is defined as a geographically definable area of land containing a significant concentration of buildings, sites, structures, or objects united by past events, or aesthetically by plan or physical development. A district's significance integrity should help determine the boundaries.

With historic districts, resources are identified as contributing and noncontributing. A contributing building, site, structure, or object adds to the historic associations, historic architectural qualities, or archaeological values for which a district is significant because it was either present during a period of

significance, relates to the significance of the district, and retains its physical integrity; or it independently meets the criteria for listing in the NRHP.

Archaeological site evaluation assesses the potential of each site to meet one or more of the criteria for NRHP eligibility based on visual surface and subsurface evidence (if available) at each site location, information gathered during the literature and record searches, and the researcher's knowledge of and familiarity with the historic or prehistoric context associated with each site.

Secretary of Interior Standards

The Secretary of the Interior (SOI) is the head of the U.S. Department of the Interior, which is the nation's principal conservation agency. The department oversees agencies including the Bureau of Land Management (BLM), the Bureau of Indian Affairs (BIA), and the National Park Service (NPS).

The Secretary of Interior Standards and Guidelines for Archaeology and Historic Preservation

The Purpose of the SOI Standards and Guidelines for Archaeology and Historic Preservation of 1983 is to (1) organize the information gathered about preservation activities; (2) describe results to be achieved by federal agencies, states, and others when planning for the identification, evaluation, registration, and treatment of historic properties; and (3) integrate the diverse efforts of many entities performing historic preservation into a systematic effort to preserve the nation's cultural heritage (NPS 1983).

The Secretary of Interior Standards for Rehabilitation

Developed in 1986, the SOI Standards for Rehabilitation are 10 basic principles created to help preserve the distinctive character of a historic building and its site, whole allowing for reasonable chance to meet new needs.

The Secretary of the Interior Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitation, or Reconstructing Historic Buildings, 1995

The SOI Standards for the Treatment of Historic Properties were developed to help protect the nation's irreplaceable cultural resources by promoting consistent preservation practices. The standards are a series of concepts about maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations; as such, they cannot, in and of themselves, be used to make essential decisions about which features of historic property should be saved in which might be changes. But once an appropriate treatment is selected, the standards provide philosophical consistency to the work.

State

Assembly Bill 4239

Assembly Bill (AB) 4239 established the NAHC as the primary government agency responsible for identifying and cataloging Native American cultural resources. The bill authorized the NAHC to act in order

to prevent damage to and insure Native American access to sacred sites, and to prepare an inventory of Native American sacred sites located on public lands.

CEQA and the CRHR

In accordance with the provisions of the CEQA, California Public Resources Code (PRC) Division 13 Environmental Quality, §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. For the purposes of this statute, a historical resource is defined as a resource listed in or determined eligible for listing in the CRHR. Historical resources included in a local register of historical resources, as defined in Section 5020.1 or deemed significant pursuant to criteria set forth in §5024.1((g), are presumed to be historically or culturally significant for purposes of §21084.1. The fact that a resource is not listed in, or determined to be eligible for listing in, the CRHR, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in §5024.1(g) shall not preclude a lead agency from determining whether the resource may be a historical resource for purposes of §21084.1.

The California Office of Historic Preservation (OHP) is responsible for administering federally and State mandated historic preservation programs to further the identification, evaluation, registration, and protection of California's irreplaceable archaeological and historical resources under the direction of the State Historic Preservation Officer (SHPO), a gubernatorial appointee, and the State Historic Resources Commission (SHRC). The SHRC designed and manages the CRHR program for use by State and local agencies, private groups, citizens, and other stakeholders to identify, evaluate, register, and protect California's historical resources. As such, the CRHR is used to determine if a resource qualifies for listing on the register and is a "historical resource" per CEQA 2.1084.1. The determination of significance of impacts to historical resources is defined in section 15064.5(a) of the CEQA Guidelines, which defines the term "historical resources" as the following:

(1) A resource listed in, or determined to be eligible for by the SHRC, for listing in the CRHR (PRC §5024.1, Title 14 CRR, §4850 et seq.)
(2) A resource included in a local register of historical resources, as defined in §5020.1(k) of the PRC or identified as significant in a historical resources survey meeting the requirements of PRC §5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, education, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the CRHR (PRC §5024.1, Title 14 CRR, §4850) including the following.
    a. Is associated with events that have made significant contribution to the broad patterns of California's history and cultural heritage;
    b. Is associated with the lives of persons important to our past;

c. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual, or possesses high artistic values;
d. Has yielded, or may be likely to yield, information important to prehistory or history.

The fact that a resource is not listed in or determined to be eligible for listing in the CRHR and not included in a local register of historical resources (pursuant §5024.1) does not preclude a lead agency from determining that the resource may be a historical resource as defined in PRC §5020.1 or §5024.1(B).

Per §15064.5(b) of the CEQA Guidelines, which is the foundation of Threshold 3.401 below, a project with an effect that may cause substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. The factors used when making this determination are as follows.

(1) Substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.
(2) The significance of a historical resource is materially impaired when a project:
    a. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR; or
    b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to PRC §5020.1, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
    c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by the lead agency for the purpose of the CEQA.
(3) Generally, a project that follows the SOI Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings of the SOI's Standards for the Rehabilitation and Guidelines for Rehabilitating Historic Buildings shall be considered as mitigated to a level of less than significant impact on the historical resource. This includes assessing the integrity of a resource in accordance with SOI guidelines to aid in the determination of eligibility for CRHR as a historic resource.
(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of a historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.
(5) When a project will affect State-owned historical resources, as described in PRC §5024.5 Consultation should be coordinating in a timely fashion with the preparation of environmental documents.

California Historical Landmarks

The State Historical Landmarks Program places an emphasis on well-known places and events in California history. The goals of the program include the preservation and maintenance of registered landmarks, most of which include missions, early settlements, battles, and gold rush sites.

California NAGPRA (Health and Safety Code Section 8010)

The California NAGPRA 2001 conveys to American Indians of demonstrated lineal descent, the human remains and funerary items that are held by State agencies and museums.

California Points of Historical Interest Program (PRC §5020.2)

The State Points of Historical Interest Program was established in the effort to accommodate local historic properties not able to meet the restrictive criteria of the State Historical Landmarks Program. The Points of Historic Interest Program requires the participation of local governmental officials, such as the chairperson of the Board of Supervisors, in the approval process. To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

(A) The first, last, only, or most significant of its type within the local geographic region (City or County)
(B) Associated with an individual or group having a profound influence on the history of the local area
(C) A prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

PRC 5097.97

No public agency and no private party using or occupying public property or operating on public property under a public license, permit, grant, lease, or contract made on or after July 1, 1977, shall in any manner whatsoever interfere with the free expression or exercise of Native American religion as provided in the United States Constitution and the California Constitution; nor shall any such agency or party cause severe or irreparable damage to any Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine located on public property, except on a clear and convincing showing that the public interest and necessity so require.

PRC 5097.98 (b) and (e)

PRC 5097.98 (b) and (e) require a landowner on whose property Native American human remains are found to limit further development activity in the vicinity until they confer with the NAHC-identified Most Likely Descendants (MLDs) to consider treatment options. In the absence of MLDs or of a treatment acceptable to all parties, the landowner is required to reinter the remains elsewhere on the property in a location not subject to further disturbance.

California Health and Safety Code, Section 7050.5

California Health and Safety Code, Section 7050.5 makes it a misdemeanor to disturb or remove human remains found outside a cemetery. This code also requires a project owner to halt construction if human remains are discovered and to contact the county coroner.

Local

LBUSD/ City of Long Beach General Plan

The Historic Preservation Element of the General Plan includes goals, objectives, and policies for the protection of cultural resources and scientific sites that emphasize identification, documentation, and protection of cultural resources. Table 8 provides a consistency analysis of the applicable General Plan policies relevant to cultural resources as they relate to the Project.

Table 8: General Plan Consistency

General Plan Policies	Consistency with General Plan	Analysis
Goal 1: Maintain and support a comprehensive citywide historic preservation program to identify and protect Long Beach's historic, cultural, and archaeological resources.	**Inconsistent**	**As a result of the Proposed Project, a resource eligible for listing on the CRHR under Criterion 3 would be demolished; therefore, the Proposed Project would be inconsistent with this Goal.**
Goal 2: Protect historic resources from demolition and inappropriate alterations through the use of City's regulatory framework, technical assistance, and incentives.	**Inconsistent**	**As a result of the Proposed Project, a resource eligible for listing on the CRHR under Criterion 3 would be demolished; therefore, the Proposed Project would be inconsistent with this Goal.**
Goal 3: Maintain and expand the inventory of historic resources in Long Beach.	**Inconsistent**	**As a result of the Proposed Project, a resource eligible for listing on the CRHR under Criterion 3 would be demolished; therefore, the Proposed Project would be inconsistent with this Goal.**
Goal 4: Increase public awareness and appreciation of the City's history and historic, cultural, and archaeological resources.	**Consistent**	**Although the Proposed Project would result in the demolition of an eligible resource under Criterion 3 of the CRHR, mitigation would be implemented to highlight the historical relevance of the eligible buildings.**
Goal 5 : Integrate historic preservation policy into City's community development, economic development, and sustainable-city strategies.	**Inconsistent**	**As a result of the Proposed Project, a resource eligible for listing on the CRHR under Criterion 3 would be demolished; therefore, the Proposed Project would be inconsistent with this Goal.**

Source: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/historic-preservation/historic-context-statements/final-long-beach-historic-preservation-element_6-22-2010

5.2.3 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the LBUSD utilizes the State CEQA Guidelines Appendix G Checklist. Appendix G states that a project may be deemed to have impacts to cultural resources if it would:

Threshold a) **Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5.**

Threshold b) **Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5.**

5.2.4 Methodology

Chambers Group requested a records search from the CHRIS SCCIC at California State University, Fullerton on August 17, 2023. A half-mile study area was requested to provide additional context to the Project site and surrounding area and more information on which to base the review. Resources consulted during the records search conducted by the SCCIC included the NRHP, California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), Caltrans Historic Highway Bridge Inventory, the California State Historic Resources Inventory, local registries of historic properties, and a review of available Sanborn Fire Insurance maps as well as historic photographs, maps, and aerial imagery. The task also included a search for potential prehistoric and/or historic burials (human remains) evident in previous site records and/or historical maps. In addition, Chambers Group submitted a request to the NAHC for a review of the Sacred Land Files (SLF) for the Project site and surrounding vicinity. Results of the NAHC SLF records search are included in Attachment 2 in Appendix C. The results of the SCCIC records search are also included in confidential Attachment 3 in Appendix C.

Additionally, on August 17, 2023, Chambers Group requested a paleontological records search from the Natural History Museum of Los Angeles County (NHMLA). This information was requested with the intent to provide further context related to the paleontological setting of the area based on known fossil locations identified within the Project site and surrounding study area. The paleontological records provide insight into which associated geological formations are more likely to contain fossils as well as the associated depths and placement of the documented fossil localities relative to the geological formations mapped in the area. The results of the NHMLA records search are detailed below.

In addition to the records search review, Chambers Group archaeologists completed background research to determine if any additional historic properties, landmarks, bridges, or other potentially significant or listed properties are located within the Project site or half-mile study area. This background research included but was not limited to, the NRHP, California State Historic Property Data Files, CHL, CPHI, Office of Historic Preservation Archaeological Determinations of Eligibility, historic aerial imagery accessed via NETR Online, Historic U.S. Geological Survey topographic maps, Built Environment Resource Directory (BERD), and California Department of Transportation (Caltrans) State and Local Bridge Surveys. Additionally, Chambers Group archaeologists reviewed the City of Long Beach Historical Landmarks inventory, local historical newspaper clippings via Newspapers.com, ProQuest Historical Newspapers.com, and the California Digital Newspaper Collection.

5.2.5 Project Impact Analysis

Threshold a) Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Significant and Unavoidable. The NRHP maintains a list identifying the nation's historic places worthy of preservation; CRHR maintains a list identifying California's significant historical and archaeological resources. The designation criteria for both the NRHP and CRHR are described above in Section 5.2.2, Applicable Regulations. Review of the Proposed Project site area did not identify any previously recorded historical resources potentially eligible for listing in the NRHP or CRHR.

The District prepared a districtwide Cultural Resources Assessment to assess all potential cultural resources, both historic and prehistoric, located within all District campuses and facilities. According to the districtwide assessment, Building A and Building B of Washington Middle School (Property #108564) are eligible for listing on the NRHP and CRHR (Chambers Group 2024).

The following evaluation of Building A and Building B includes reviews for each criterion set forth in Section 15064.5(a)(3) of the CEQA Guidelines, Determining the Significance of Impacts to Archaeological and Historical Resources.

Criterion 1: *Is the Project site associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage?*

Building A and Building B at the Project site are not associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage. Washington Middle School is representative of a WPA/PWA Moderne-style school designed after the 1933 Long Beach earthquake by W. Horace Austin in 1935. The period of significance is 1935, when the school was constructed. The school was evaluated against the following theme: The Challenging Years Between the Earthquake and World War II (1933-1945). Washington Middle School buildings A and B appear eligible under Criterion C of the National Register and Criterion 3 of the CRHR. The buildings are distinctive examples of the WPA/PWA Moderne-style designed by prominent architect W. Horace Austin and retain good integrity (Chambers Group 2024). Research has yielded no information to suggest that any historical events are specifically associated with this building. Therefore, this resource is not eligible for the CRHR under Criterion 1.

Criterion 2: *Is the Project site associated with the lives of persons important to our past?*

This resource is not directly associated with the lives of persons important in local, state, or national history based on the research conducted. While W. Horace Austin is credited as being the first major architect with professional credentials to open an office in Long Beach, beyond his involvement with the design of the building, his life is not specifically associated with the building. His association is better addressed under CRHR Criterion 3. Therefore, this resource is not eligible for the CRHR under Criterion 2.

Criterion 3: *Does the Project site embody the distinctive characteristics of a type, period, region, or method of construction that represents the work of an important creative individual, or possesses high artistic values?*

This resource meets CRHR Criterion 3 for embodying the distinctive characteristics of a type, period, and method of construction, as the work of an important creative individual, and as having high artistic value. As discussed above, this building was designed by W. Horace Austin, an architect credited as being the first major architect with professional credentials to open an office in Long Beach. W. Horace Austin practiced architecture in Long Beach between 1906 and 1942. Over the years he had various partnerships with architects, including John C. Austin, Frederick M. Ashley, and Harvey H. Lochridge. He was elected to the American Institute of Architects (AIA) in 1920 and was the founding president of the Long Beach Architectural Club in 1923. His major Long Beach projects include City Hall, Press-Telegram Building, Times Building, YMCA, Wise Building, Billings Hotel, Buffum's Department Store, Long Beach Municipal Airport, Hancock Motors, Municipal Auditorium, Auditorium of Long Beach Polytechnic School, reconstruction of Wilson High School and Washington Junior High School, and Ambassador Apartments. In 1942, at the age of 61, W. Horace Austin passed away in Long Beach (Chambers Group 2024).

Washington Middle School is representative of a WPA/PWA Moderne-style school designed after the 1933 Long Beach earthquake by W. Horace Austin in 1935. The period of significance is 1935 when the school was constructed. The school was evaluated against the following theme: The Challenging Years Between the Earthquake and World War II (1933-1945). Washington Middle School buildings A and B appear eligible under Criterion C of the NRHP and Criterion 3 of the CRHR. The buildings are distinctive examples of the WPA/PWA Moderne-style designed by prominent architect W. Horace Austin and retain good integrity. The campus also has important examples of WPA artwork on the exterior, in addition to an elaborate lobby in the main building (Building A). Furthermore, the WPA/PWA Moderne-style architecture is significant to the architectural history of the District, as it was the primary pattern used to rebuild the schools after the 1933 earthquake (Chambers Group 2024). Therefore, this resource is eligible for the CRHR under Criterion 3.

Criterion 4: *Has the Project site yielded, or may be likely to yield, information important to prehistory or history?*

This resource is unlikely to yield information important to prehistory or history. The style, type, design, and construction for the buildings are well-known/documented, as is the location. The research potential of this historic resource has been exhausted as a result of the current Historic Assessment Report research efforts. Therefore, this resource is not eligible for the CRHR under Criterion 4.

Integrity (14 CCR § 4852(c): The CRHR recognizes a property's historic integrity through seven aspects or qualities. These include location, design, setting, materials, workmanship, feeling, and association. For a property to be eligible, it must retain some, if not most, of the aspects. The buildings have not been moved, so it retains integrity of location. The buildings are distinctive examples of the WPA/PWA Moderne-style design by prominent architect W. Horace Austin. The campus also has important examples of WPA artwork on the exterior, in addition to an elaborate lobby in the main building (Building A). Furthermore, the WPA/PWA Modern-style architecture is significant to the architectural history of the District, as it was the primary pattern used to rebuild the schools after the 1933 earthquake (Chambers Group 2024). Based on the result of the Cultural Resources Survey Results, Building A and Building B meet

the eligibility criteria and are compatible with the original character and use of the historical resource, and the resource retains its eligibility for listing on the CRHR.

As a result of the historical resource investigation, the property site as a whole meets the eligibility requirements for listing on the CRHR under Criterion 3 and, therefore, meets the threshold of significance for consideration as a historical resource for purposes of the CEQA.

Mitigation Measures

CEQA requires that all feasible mitigation measures be undertaken even if it does not mitigate below a level of significance. In this context, recordation, material salvage, and interpretation serve a legitimate archival purpose. The level of documentation required as a mitigation should be proportionate with the level of significance of the resource. The Proposed Project will implement mitigation measures CUL-1 through CUL-3 in order to reduce the potentially significant impacts on the historical resource; however, the impact would remain significant and unavoidable.

Threshold b) Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information
2) Has a special and particular quality such as being the oldest of its type or the best available example of its type
3) Is directly associated with a scientifically recognized important prehistoric or historic event or person

Under the CEQA Guidelines, archaeological resources may also be considered historical resources if the resource is listed or eligible for listing on the CRHR (14 CCR § 4850). Therefore, definitions of archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines, are the same as those provided above in Threshold a, Historical Resources.

Although background research and Survey has been completed with no new resources identified, as noted above, the soil surface visibility was almost entirely impeded by the existing development. Based on the limited ground surface visibility, the historic nature of the Washington Middle School structures, and the existence of previously recorded prehistoric and historic resources within the half-mile study area around the Proposed Project site, undocumented resources still have the potential to be discovered in or near the Project site. Due to the demonstrated sensitivity of the area, mitigation measures CUL-4 through CUL-8 will be implemented, and impacts will be reduced to less than significant.

5.2.6 Cumulative Impacts

Cumulative impacts are defined in the CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Stated in another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines Section 15130 [a][1]).

The geographic scope of cumulative archaeological and tribal resource impacts associated with the Proposed Project are limited to the Proposed Project site. Activities associated with the Proposed Project, as it relates to archaeological and tribal resources, would have no impact to areas outside the Proposed Project site due to the localized nature of the impact. As such, no cumulative archaeological and tribal resource impacts would be associated with implementation of the Proposed Project.

The geographic scope of cumulative historic resource impacts associated with the Proposed Project is greater due to the location of Washington Middle School. Demolition of Building A and Building B is considered a significant impact, however, demolition of Buildings A and B is not a cumulative impact because it is only occurring on the Washington Middle School Campus. Implementation of the Mitigation Measures CUL-4 and CUL-6 would reduce cumulative historic resource impacts; however, the impact would remain significant and unavoidable.

5.2.7 Mitigation Measures

In order to minimize potential impacts to cultural resources, the following mitigation measures shall be implemented:

CUL-1: **Historic American Buildings Survey-like Documentation:** Prior to the commencement of demolition, LBUSD should record the contributing buildings through a documentation report based on HABS standards. The report will be completed by an architectural historian or historic architect who meets the SOI Professional Qualification Standards and will be based on the NPS HABS Level III format and content requirements. The HABS-like report will include digital photographs documenting the interior and exterior of the building, a historical summary, and copies of any available as-builts for the contributing buildings. A hard copy and digital copy of the HABS-like report will be filed with LBUSD, and additional copies may be deposited in the collections of the Long Beach Public Library and Long Beach Heritage Museum, if requested. A digital copy will also be deposited in the CHRIS SCCIC.

CUL-2: **Salvage and Use of Salvaged Materials:** Prior to the commencement of demolition, LBUSD should coordinate with an architectural historian or historic architect who meets the SOI Professional Qualification Standards, the project architect, and the demolition contractor to develop a list of materials that would be salvaged during demolition and a salvage plan which may include architectural history monitoring during demolition. Salvaged items may be reused as a part of the new school project or elsewhere within the school site or LBUSD. Salvaged items may also be incorporated into interpretive displays within the school (if displayed in an appropriate, archival manner) or donated to museums or historical societies or other appropriate organizations.

CUL-3: **Interpretive Exhibit:** LBUSD should coordinate with an architectural historian who meets the SOI Professional Standards to create an exhibit about the contributing school buildings that would be displayed in the Washington Middle School library or other well visited location in the school. The exhibit would consist of three panels with each measuring 24" wide and 36" long. The exhibit could include existing or historic photos or plans, along with information about the buildings' history and significance. The OHR is provided one round of review and comment on the exhibit.

CUL-4: LBUSD shall retain the services of a qualified cultural resources consultant and require that all initial ground disturbing work be monitored by a cultural resources monitor. This includes all initial construction activities that will potentially expose or encounter intact subsurface sediments underlying the Project site. The cultural resources consultant shall provide a Qualified Archaeologist, meeting the SOI Standards per the U.S. Department of Interior, and require that all initial ground disturbing work be monitored by a cultural resources monitor (monitor) proficient in artifact and feature identification in monitoring contexts. The Consultant (Qualified Archaeologist and/or monitor) shall be present at the Project construction phase kickoff meeting.

CUL-5: Prior to commencing construction activities and thus prior to any ground disturbance in the Proposed Project site, the Consultant shall conduct initial WEAP training for all construction personnel, including supervisors, present at the outset of the Project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. This WEAP training will educate construction personnel on how to work with the monitor(s) to identify and minimize impacts to cultural resources and maintain environmental compliance and be performed periodically for new personnel coming on to the Project as needed.

CUL-6: The contractor shall provide the Consultant with a schedule of initial potential ground disturbing activities. A minimum of 48-hours' notice will be provided to the archaeological consultant of commencement of any initial ground disturbing activities that have potential to expose or encounter intact subsurface sediments underlying the Project site. These activities may include grading, trenching, and mass excavation.

As detailed in the schedule provided, a monitor shall be present on-site at the commencement of ground-disturbing activities related to the Project. The Consultant shall observe initial ground disturbing activities and, as they proceed, adjust the monitoring approach as needed to provide adequate observation and oversight. All monitors will have stop-work authority to allow for the recordation and evaluation of finds during construction. The monitor will maintain a daily record of observations as an ongoing reference resource and to provide a resource for final reporting upon completion of the Project.

The Consultant, the lead contractor, and subcontractors shall maintain a line of communication regarding schedule and activity such that the Consultant is aware of all ground-disturbing activities in advance in order to provide appropriate oversight.

CUL-7: If cultural resources are discovered, construction shall be halted within 50 feet of any cultural artifacts or features and within 100 feet of any potential human remains, and shall

not resume until the Qualified Archaeologist can determine the significance of the find and/or the find has been fully investigated, appropriately documented, and cleared.

CUL-8: At the completion of all ground disturbing activities, the Consultant shall prepare a Cultural Resources Monitoring Report summarizing all monitoring efforts and observations, as performed, and any and all prehistoric or historic archaeological finds, as well as providing follow-up reports of any finds to the SCCIC, as required.

HUMAN REMAINS – LEGAL REQUIREMENTS

In the event that human remains are discovered during ground-disturbing activities, then the Proposed Project would be subject to California Health and Safety Code 7050.5, CEQA Section 15064.5, and California PRC Section 5097.98 (NPS 1983). If human remains are found during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Medical Examiner-Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the Los Angeles County Medical Examiner-Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the Medical Examiner-Coroner shall notify the NAHC, which shall notify a MLD. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials (Chambers 2024).

5.2.8 Level of Significance after Mitigation

Impacts to historic resources would be significant and unavoidable.

5.3 GREENHOUSE GAS EMISSIONS

This section provides information on potential impacts from the greenhouse gas (GHG) emissions generated either directly or indirectly by the Project. This section also addresses the potential of the Project to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. Information contained in this section is from the CalEEMod Version 2022.1.

5.3.1 Background Information

According to *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2021,* prepared by EPA, April 2023, total U.S. GHG emissions in the year 2021 were 6,340.2 $MMTCO_2e$. Total U.S. emissions have decreased by 2.3 percent between 1990 and 2021, which is down from a high of 15.8 percent above 1990 levels in 2007. Emissions increased from 2020 to 2021 by 5.2 percent. There was a decline in 2020 emission due to the impacts of the COVID-19 pandemic on travel and other economic activity. Between 2020 and 2021, the increase in GHG emissions were driven largely by an increase in fossil fuel combustion due to economic activity rebounding after the height of COVID-19 pandemic.

According to *California Greenhouse Gas Emissions for 2000 to 2001 Trends of Emissions and Other* Indicators, prepared by the CARB, December 2014, 2023, the State of California created 381.3 $MMTCO_2e$ in 2021. The 2021 emissions were 12.6 $MMTCO_2e$ higher than 2020 but 23.1 $MMTCO_2e$ lower than 2019 levels. Both the 2019 to 2020 decrease and the 2020 to 2021 increase in emissions are likely due in part to the impacts of the COVID-19 pandemic that were felt globally. The transportation sector showed the largest increase in emissions of 10 $MMTCO_2e$ (7.4 percent) compared to 2020, which is most likely from passenger vehicles whose activity and emissions rebounded after COVID-19 shelter in place orders were lifted.

5.3.2 Greenhouse Gases

GHGs are global pollutants and are therefore unlike criteria air pollutants such as O_3, PM_{10} and $PM_{2.5}$, and TACs, which are pollutants of regional and local concern (see Section 5.1, Air Quality, of this EIR). While pollutants with localized air quality effects have relatively short atmospheric lifetimes (generally on the order of a few days), GHGs have relatively long atmospheric lifetimes, ranging from one year to several thousand years. Long atmospheric lifetimes allow GHGs to disperse around the globe. Therefore, GHG effects are global, as opposed to the local and/or regional air quality effects of criteria air pollutant and TAC emissions.

California AB 32 defines GHGs as any of the following compounds: CO_2, CH_4, N_2O, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (California Health and Safety Code Section 38505[g]). CO_2, followed by CH_4 and N_2O, are the most common GHGs that result from human activity.

GHGs have varying global warming potential (GWP). The GWP is the potential of a gas or aerosol to trap heat in the atmosphere; it is the "cumulative radiative forcing effect of a gas over a specified time horizon resulting from the emission of a unit mass of gas relative to a reference gas, CO_2" (Appendix B). The reference gas for GWP is CO_2; therefore, CO_2 has a GWP of 1. The other main GHGs that have been attributed to human activity include CH_4, which has a GWP of 21, and N_2O, which has a GWP of 310. Table 9 presents the GWP and atmospheric lifetimes of common GHGs.

Table 9: Global Warming Potentials, Atmospheric Lifetimes, and Abundances of GHGs

Gas	Atmospheric Lifetime (years)[1]	Global Warming Potential (100 Year Horizon)[2]	Atmospheric Abundance
Carbon Dioxide (CO_2)	50-200	1	379 ppm
Methane (CH_4)	9-15	25	1,774 ppb
Nitrous Oxide (N_2O)	114	298	319 ppb
HFC-23	270	14,800	18 ppt
HFC-134a	14	1,430	35 ppt
HFC-152a	1.4	124	3.9 ppt
PFC: Tetrafluoromethane (CF_4)	50,000	7,390	74 ppt
PFC: Hexafluoroethane (C_2F_6)	10,000	12,200	2.9 ppt
Sulfur Hexafluoride (SF_6)	3,200	22,800	5.6 ppt

Notes:
[1] Defined as the half-life of the gas.
[2] Compared to the same quantity of CO_2 emissions and is based on the Intergovernmental Panel On Climate Change (IPCC) 2007 standard, which is utilized in CalEEMod (Version 2022.1),that is used in this report (CalEEMod user guide, April 2022).
Definitions: ppm = parts per million; ppb = parts per billion; ppt = parts per trillion
Source: IPCC 2007, EPA 2015

Human-caused sources of CO_2 include combustion of fossil fuels (coal, oil, natural gas, gasoline, and wood). Data from ice cores indicate that CO_2 concentrations remained steady prior to the current period for approximately 10,000 years. Concentrations of CO_2 have increased in the atmosphere since the industrial revolution. CH_4 is the main component of natural gas and also arises naturally from anaerobic decay of organic matter. Human-caused sources of natural gas include landfills, fermentation of manure, and cattle farming. Human-caused sources of N_2O include combustion of fossil fuels, and industrial processes, such as nylon production and production of nitric acid.

Other GHGs are present in trace amounts in the atmosphere and are generated from various industrial or other uses. The sources of GHG emissions, GWP, and atmospheric lifetime of GHGs are all important variables to be considered in the process of calculating CO_2e for discretionary land use projects that require a climate change analysis.

5.3.3 Regulatory Setting

The regulatory setting related to global climate change is addressed through the efforts of various international, federal, State, regional, and local government agencies. These agencies work jointly, as well as individually, to reduce GHG emissions through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for global climate change regulations are discussed below.

International

International and federal legislation have been enacted to deal with GCC issues. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change (IPCC) to assess the scientific, technical, and socioeconomic information relevant to understanding the scientific basis for human-induced climate change, its potential impacts, and options for adaptation and mitigation. In 1992, the United States joined other countries around the world in

signing the United Nations' Framework Convention on Climate Change (UNFCCC) agreement, with the goal of controlling GHG emissions. The parties of the UNFCCC adopted the Kyoto Protocol, which set binding GHG reduction targets for 37 industrialized countries the objective of reducing their collective GHG emissions by 5 percent below 1990 levels by 2012. The Kyoto Protocol has been ratified by 182 countries but has not been ratified by the United States. It should be noted that Japan and Canada opted out of the Kyoto Protocol, and the remaining developed countries that ratified the Kyoto Protocol have not met their Kyoto targets. The Kyoto Protocol expired in 2012, and the amendment for the second commitment period from 2013 to 2020 has not yet entered into legal force. The Parties to the Kyoto Protocol negotiated the Paris Agreement in December 2015, agreeing to set a goal of limiting global warming to less than 2 degrees Celsius compared with pre-industrial levels. The Paris Agreement has been adopted by 195 nations with 147 ratifying it, including the United States by President Obama, who ratified it by Executive Order (EO) on September 3, 2016. On June 1, 2017, President Trump announced that the United States is withdrawing from the Paris Agreement, and on January 21, 2021, President Biden signed an executive order rejoining the Paris Agreement.

Additionally, the Montreal Protocol was originally signed in 1987 and substantially amended in 1990 and 1992. The Montreal Protocol stipulates that the production and consumption of compounds that deplete ozone in the stratosphere—CFCs, halons, carbon tetrachloride, and methyl chloroform—were to be phased out, with the first three by the year 2000, and methyl chloroform by 2005.

Federal

The EPA is responsible for implementing federal policy to address global climate change. The federal government administers a wide array of public-private partnerships to reduce U.S. GHG intensity. These programs focus on energy efficiency, renewable energy, methane, and other non-CO_2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. EPA implements several voluntary programs that substantially contribute to the reduction of GHG emissions.

In Massachusetts v. Environmental Protection Agency (Docket No. 05–1120), argued November 29, 2006 and decided April 2, 2007, the U.S. Supreme Court held that not only did the EPA have authority to regulate GHGs, but the EPA's reasons for not regulating this area did not fit the statutory requirements. As such, the U.S. Supreme Court ruled that the EPA should be required to regulate CO_2 and other GHGs as pollutants under the federal Clean Air Act.
In response to the Consolidations Appropriations Act 2008 (H.R. 2764; Public Law 110-161), EPA proposed a rule on March 10, 2009 that requires mandatory reporting of GHG emissions from large sources in the United States. On September 22, 2009, the Final Mandatory Reporting of GHG Rule was signed and published in the Federal Register on October 30, 2009. The rule became effective on December 29, 2009. This rule requires suppliers of fossil fuels or industrial GHGs, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of GHG emissions to submit annual reports to the EPA.

On December 7, 2009, the EPA Administrator signed two distinct findings under section 202(a) of the Clean Air Act. One is an endangerment finding that finds concentrations of the six GHGs in the atmosphere threaten the public health and welfare of current and future generations. The other is a cause or contribute finding, that finds emissions from new motor vehicles and new motor vehicle engines

contribute to the GHG pollution which threatens public health and welfare. These actions did not impose any requirements on industry or other entities, however, since 2009, the EPA has been providing GHG emission standards for vehicles and other stationary sources of GHG emissions that are regulated by the EPA. On September 13, 2013, the EPA Administrator signed 40 CFR Part 60, which limits emissions from new sources to 1,100 pounds of CO_2 per mega-watt hour (MWh) for fossil fuel-fired utility boilers and 1,000 pounds of CO_2 per MWh for large natural gas-fired combustion units.

On August 3, 2015, the EPA announced the Clean Power Plan, emissions guidelines for the U.S. to follow in developing plans to reduce GHG emissions from existing fossil fuel-fired power plants (Appendix B). On October 11, 2017, the EPA issued a formal proposal to repeal the Clean Power Plan and on June 19, 2019, the EPA replaced the Clean Power Plan with the Affordable Clean Energy rule that is anticipated to lower power sector GHG emissions by 11 million tons by the year 2030.

State

CARB has the primary responsibility for implementing state policy to address global climate change; however, State regulations related to global climate change affect a variety of State agencies. CARB, which is a part of the CalEPA, is responsible for the coordination and administration of both the federal and State air pollution control programs within California. In this capacity, the CARB conducts research, sets CAAQS, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. In addition, the CARB establishes emission standards for motor vehicles sold in California, consumer products (e.g., hairspray, aerosol paints, and barbeque lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 2008, CARB approved a Climate Change Scoping Plan that proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (Appendix B). The Climate Change Scoping Plan has a range of GHG reduction actions which include direct regulations; alternative compliance mechanisms; monetary and nonmonetary incentives; voluntary actions; and market-based mechanisms such as a cap-and-trade system. In 2014, CARB approved the First Update to the Climate Change Scoping Plan that identifies additional strategies moving beyond the 2020 targets to the year 2050. On December 14, 2017, CARB adopted California's 2017 Climate Change Scoping Plan (CARB 2017) that provides specific statewide policies and measures to achieve the 2030 GHG reduction target of 40 percent below 1990 levels by 200, and the aspirational 2050 GHG reduction target of 80 percent below 1990 levels by 2050. On December 15, 2022, CARB adopted the *2022 Scoping Plan for Achieving Carbon Neutrality,* November 16, 2022 (Appendix B) that lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by Assembly Bill 1279.

In addition, the State has passed the following laws directing CARB to develop actions to reduce GHG emissions, which are listed below in chronological order, with the most current first.

EO N-79-20

The California Governor issued EO N-79-20 on September 23, 2020, which requires all new passenger cars and trucks and commercial drayage trucks sold in California to be zero-emissions by the year 2035, and all medium-heavy-duty vehicles (commercial trucks) sold in the state to be zero-emissions by 2045, for all operations where feasible. EO N-79-20 also requires all off-road vehicles and equipment to transition to 100 percent zero-emission equipment, where feasible, by 2035.

Title 24, Part 6, Energy Efficiency Standards

CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions, and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

Title 24 standards are updated on a three-year schedule, and the most current 2019 standards went into effect on January 1, 2020. The Title 24 standards now require that the average new home built in California will use zero-net-energy and that nonresidential buildings will use about 30 percent less energy than the 2016 standards, due mainly to lighting upgrades. The 2019 standards also encourage the use of battery storage and heat pump water heaters, require the more widespread use of LED lighting, and improve a building's thermal envelope through high performance attics, walls, and windows. The 2019 standards also require improvements to ventilation systems by requiring highly efficient air filters to trap hazardous air particulates, as well as improvements to kitchen ventilation systems.

Title 24, Part 11, California Green Building Standards

CCR Title 24, Part 11: California Green Building Standards (Title 24) was developed in response to continued efforts to reduce GHG emissions associated with energy consumption. The most current version is the 2019 CALGreen Code, which became effective on January 1, 2020, and replaced the 2016 CALGreen Code.

The CALGreen Code contains requirements for construction site selection, storm water control during construction, construction waste reduction, indoor water use reduction, material selection, natural resource conservation, site irrigation conservation, and more. The code provides for design options that allow the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems (e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

The CALGreen Code provides standards for bicycle parking, carpool/vanpool/electric vehicle spaces, light and glare reduction, grading and paving, energy-efficient appliances, renewable energy, graywater systems, water-efficient plumbing fixtures, recycling and recycled materials, pollutant controls (including moisture control and indoor air quality), acoustical controls, storm water management, building design, insulation, flooring, and framing, among others. Implementation of the CALGreen Code measures reduced energy consumption and vehicle trips and encourages the use of alternative-fuel vehicles, which reduces pollutant emissions.

Some of the notable changes in the 2019 CALGreen Code over the prior 2016 CALGreen Code include: an alignment of building code engineering requirements with the national standards that include anchorage requirements for solar panels, provide design requirements for buildings in tsunami zones, increase MERV for air filters from 8 to 13, increase electric vehicle charging requirements in parking areas, and set minimum requirements for use of shade trees.

Renewable Portfolio Standards

The State of California requires that utility providers provide renewable energy to their customers. Senate Bill (SB) 100 was adopted September 2018 and requires that by December 1, 2045, 100 percent of retail sales of electricity be generated from renewable or zero-carbon emission sources of electricity. SB 100 supersedes the renewable energy requirements set by SB 350, SB 1078, SB 107, and SB X1-2. SB 100 codified the interim renewable energy thresholds from the prior Bills of: 33 percent by 2020; 40 percent by December 31, 2024; 45 percent by December 31, 2027; and 50 percent by December 31, 2030.

EO B-30-15, SB 32, & AB 197 (Statewide Year 2030 GHG Targets)

California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce GHG emissions to 40 percent below 1990 levels by 2030 and directed State agencies with jurisdiction over GHG emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the EO directed CARB to update the Scoping Plan to express this 2030 target in metric tons. AB 197 (September 8, 2016) and SB 32 (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting to CARB from stationary sources, and requires CARB to provide sources of GHG emissions on its website that is broken down to sub-county levels. AB 197 requires CARB to consider the social costs of emissions impacting disadvantaged communities.

EO B-29-15 and SB X7-7, Water Conservation Measures

The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state was required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. This is an implementing measure of the Water Sector of the AB 32 Scoping Plan. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water; it also reduces emissions from wastewater treatment.

The Department of Water Resources adopted a regulation on February 16, 2011, that sets forth criteria and methods for exclusion of industrial process water from the calculation of gross water use for purposes of urban water management planning. The regulation would apply to all urban retail water suppliers required to submit an Urban Water Management Plan, as set forth in the Water Code, Division 6, Part 2.6, Sections 10617 and 10620.

On April 1, 2015, the California Governor issued EO B-29-15, which directed the SWRCB to impose restrictions to achieve a statewide 25-percent reduction in urban water usage, and directed the Department of Water Resources to replace 50 million sq. ft. of lawn with drought-tolerant landscaping through an update to the State's Model Water Efficient Landscape Ordinance. The Ordinance also requires installation of more efficient irrigation systems, promotes usage of greywater and on-site stormwater

capture, limits the turf planted in new residential landscapes to 25 percent of the total area, and restricts turf from being planted in median strips or in parkways unless the parkway is next to a parking strip where a flat surface is required for vehicles to enter and exit. EO B-29-15 and SB X7-7 would reduce GHG emissions associated with the energy used to transport and filter water.

SB 97 and Amendments to the CEQA Guidelines

SB 97 directed the California Natural Resources Agency (CNRA) to adopt amendments to the CEQA Guidelines that require evaluation of GHG emissions or the effects of GHG emissions by January 1, 2010. The CNRA has done so, and the amendments to the CEQA Guidelines, in a new Section 15064.4, entitled Determining the Significance of Impacts from Greenhouse Gas Emissions, provide that:

a) The determination of the significance of greenhouse gas emissions calls for a careful judgment by the lead agency consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.

b) A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment.

    1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;

    2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and

    3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions.

The amendments also add a new Section 15126.4(c), Mitigation Measures Related to Greenhouse Gas Emissions. Generally, this State CEQA Guidelines section requires lead agencies to consider feasible means—supported by substantial evidence and subject to monitoring or reporting— of mitigating the significant effects of GHG emissions. Potential measures to mitigate the significant effects of GHG emissions are identified, including those outlined in Appendix F, Energy Conservation, of the State CEQA Guidelines.

SB 375

SB 375 was adopted September 2008 in order to support the State's climate action goals to reduce GHG emissions through coordinated regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires CARB to set regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established targets for 2020 and 2035 for each Metropolitan Planning Organization (MPO) within the state. It was up to each MPO to adopt a sustainable communities strategy (SCS) that will prescribe land use allocation in that MPO's Regional Transportation Plan (RTP) to meet CARB's 2020 and 2035 GHG emission reduction targets. These reduction targets are required to be updated every eight years; and in June 2017, CARB released Staff

Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Target, which provided recommended GHG emissions reduction targets for SCAG of 8 percent by 2020 and 21 percent by 2035.

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted by SCAG April 7, 2016, provides a 2020 GHG emission reduction target of 8 percent and a 2035 GHG emission reduction target of 18 percent. SCAG will need to develop additional strategies in its next revision of the RTP/SCS in order to meet CARB's new 21-percent GHG emission reduction target for 2035. CARB is also charged with reviewing SCAG's RTP/SCS for consistency with its assigned targets.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS. However, new provisions of CEQA incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS and categorized as "transit priority projects."

<u>AB 32, The California Global Warming Solutions Act of 2006</u>

The California Legislature adopted the public policy position that global warming is "a serious threat to the economic well-being, public health, natural resources, and the environment of California" (California Health and Safety Code, Section 38501). Further, the State Legislature has determined that:

> "…the potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra Nevada snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious disease, asthma, and other human health-related problems."

The State Legislature also states that:

> "Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the State (California Health and Safety Code, Section 38501)."

These public policy statements became law with the enactment of AB 32, the California Global Warming Solutions Act of 2006, signed by Governor Arnold Schwarzenegger in September 2006. AB 32 is now codified as Sections 38500 through 38599 of the California Health and Safety Code.

AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This reduction is to be accomplished through an enforceable statewide cap on GHG emissions to be phased in starting in 2012. AB 32 directs CARB to establish this statewide cap based on 1990 GHG emissions levels; to disclose how it arrived at the cap; to institute a schedule to meet the emissions cap; and to develop tracking, reporting, and enforcement mechanisms. Emissions reductions under AB 32 are to include carbon sequestration projects and best management practices that are technologically feasible and cost effective. As of the date of this Draft SEIR, CARB has not promulgated GHG emissions or reporting standards that are directly applicable to the Project.

EO S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger signed EO S-3-05, which proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce snowpack in the Sierra Nevada Mountains, could further exacerbate California's air quality problems, and could potentially cause a rise in sea levels. In an effort to avoid or reduce the impacts of climate change, EO S-3-05 calls for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. It should be noted that the 80 percent below 1990 levels by 2050 is currently an aspirational goal by EO S-3-05 but has not yet been codified into law.

AB 1493, Clean Car Standards

California Assembly Bill 1493 (also known as the Pavley Bill, in reference to its author Fran Pavley) was enacted on July 22, 2002 and required CARB to develop and adopt regulations that reduce GHGs emitted by passenger vehicles and light duty trucks. In 2004, CAR approved the "Pavley I" regulations limiting the amount of GHGs that may be released from new passenger automobiles that are being phased in between model years 2009 through 2016. These regulations will reduce GHG emissions by 30 percent from 2002 levels by 2016. In June 2009, the EPA granted California the authority to implement GHG emission reduction standards for light duty vehicles, in September 2009, amendments to the Pavley I regulations were adopted by CARB and implementation of the "Pavley I" regulations started in 2009.

The second set of regulations, "Pavley II," was developed in 2010 and is being phased in between model years 2017 through 2025 with the goal of reducing GHG emissions by 45 percent by the year 2020 as compared to the 2002 fleet. The Pavley II standards were developed by linking the GHG emissions and formerly separate toxic tailpipe emissions standards previously known as the "LEV III" (third stage of the Low Emission Vehicle standards) into a single regulatory framework. The new rules reduce emissions from gasoline-powered cars as well as promote zero-emissions auto technologies, such as electricity and hydrogen, through increasing the infrastructure for fueling hydrogen vehicles. In 2009, the USEPA granted California the authority to implement the GHG standards for passenger cars, pickup trucks, and sport utility vehicles, and these GHG emissions standards are currently being implemented nationwide.

The EPA has performed a midterm evaluation of the longer-term standards for model years 2022-2025, and based on the findings of this midterm evaluation, the EPA proposed the Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2016 that amends the corporate average fuel economy (CAFE) and GHG emissions standards for light vehicles for model years 2021 through 2026. The SAFE Vehicles Rule were made effective on June 29, 2020.

Local

Local jurisdictions, such as the City of Long Beach, have the authority and responsibility to reduce GHG emissions through their police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of GHG emissions resulting from its land use decisions. In accordance with CEQA requirements and the CEQA review process, the City assesses the global climate change potential of new development projects, requires mitigation of potentially significant global climate change impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation.

The City of Long Beach has adopted the *Long Beach Climate Action Plan* (LB CAP). The LB CAP has been included as a mitigation measure in the General Plan Land Use Element Update and prepared for use as the basis of future assessments of consistency with this Plan in lieu of a project-specific GHG CEQA analysis for Projects in the City. A project-specific environmental document that relies on this plan for its cumulative impacts analysis would identify specific reduction measures applicable to the project that are consistent with the LB CAP; it would also describe how the project incorporates those measures. If the measures are not otherwise binding and enforceable, they must be incorporated as mitigation measures or project conditions of approval, or some other mechanism to, ensure implementation.

Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, LBUSD utilizes the State CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have GHG impacts if it would:

Threshold a) **Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.**

Threshold b) **Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

5.3.4 Methodology

Construction related emissions associated with construction activities were modeled using the CalEEMod Version 2022.1. Construction-generated GHG emissions were modeled based on general land use information and construction period information provided in Chapter 3.0, Project Description of the EIR. CalEEMod allows the user to enter project-specific construction information, such as types, number, and horsepower of construction equipment, and number and length of off-site motor vehicle trips. The construction period for the proposed project was put into the CalEEMod to estimate total construction-related emissions. Construction-related exhaust emissions for the Proposed Project were estimated for construction worker commutes, haul trucks, and the use of off-road equipment. The CalEEMod input data, included in this EIR as Appendix B, lists the assumed equipment to be used for project construction, the duration of each phase, and changes to default settings that were made for project-specific conditions.

After construction, day-to-day activities associated with operation of the project would generate emissions from a variety of sources. Operational GHG emissions were also estimated using CalEEMod. CalEEMod estimates operations GHG emissions with development of a project, including transportation, electricity, natural gas, solid waste, water, and wastewater, and area source (e.g., emissions are based on the impacts of the Proposed Project's net increase in emissions compared to existing conditions). The Proposed Project would include additional square footage of academic buildings compared to existing conditions. Therefore, this analysis evaluates the net change in operational admissions associated with the additional sq. ft. of academic buildings. Vehicle fleet characteristics, energy consumption, waste generation, and water use and wastewater generation data specific to Los Angeles County, or project-specific data, were used in place of CalEEMod defaults, where available.

5.3.5 Project Impact Analysis

Threshold a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed project would consist of demolition and addition of new buildings, facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field. The Proposed Project is anticipated to generate GHG emissions from mobile sources, area sources, energy usage, waste disposal, water usage, and construction equipment.

The LB CAP is the applicable plan for the Project area for reducing GHG emissions. According to the LB CAP, if a project can show that the applicable GHG reduction measures in the LB CAP would be implemented as part of the Proposed Project, the Project would be considered consistent with the LB CAP and would result in a less than significant impact. As such, this analysis has quantified GHG emissions for informational purposes only and determination of significance will be based on consistency with the applicable measures in the LB CAP. The Project's GHG emissions have been calculated with the CalEEMod model based on the construction and operational parameters detailed in Section 8.1 in Appendix B. A summary of the results is shown below in Table 10, and the CalEEMod model run is provided in Appendix B.

The data provided in Table 10 shows that the Proposed Project would create 551 $MTCO_2e$ per year. As detailed in Section 10.9 in Appendix B, the Proposed Project would implement the applicable measures in the LB CAP. Therefore, a less than significant generation of GHG emissions would occur from development of the Proposed Project. Impacts would be less than significant.

Table 10: Project Related Greenhouse Gas Annual Emissions

	Greenhouse Gas Emissions (Metric Tons per Year)			
Category	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Mobile Sources[1]	156	0.01	0.01	158
Area Sources[2]	4.00	<0.01	<0.01	4.01
Energy Usage[3]	342	0.03	<0.01	343
Water and Wastewater[4]	1.34	0.01	<0.01	1.65
Solid Waste[5]	1.91	0.19	0.00	6.67
Refrigeration[6]	--	--	--	0.10
Construction[7]	36.5	<0.01	<0.01	37.2
Total GHG Emissions	542	0.24	0.01	551

Notes:
[1] Mobile sources consist of GHG emissions from vehicles.
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of GHG emissions from electricity and natural gas usage.
[4] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[5] Waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Refrigeration includes leakage of refrigerants used in HVAC units and vending machines.
[7] Construction emissions amortized over 30 years as recommended in the SCAQMD GHG Working Group on November 19, 2009.
Source: CalEEMod Version 2022.1.

Threshold b) Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The Proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. The applicable plan for the Proposed Project would be the LB CAP (Appendix B). The Proposed Project's consistency with the Priority Mitigation Actions in the CAAP is shown in Table 11.

Table 11: Consistency with the City of Long Beach Climate Action Plan

Priority Mitigation Actions	Project Consistency
BE-1: Provide access to renewably generated electricity	**Not Applicable**. This policy is only applicable to Southern California Edison, which is the electrical provider for the City.
BE-2: Develop a home energy assessment program	**Not Applicable**. The policy is only applicable to the City to implement.
BE-3: Provide access to energy efficiency financing, rebates, and incentives for building owners	**Not Applicable**. The policy is only applicable to the City to implement.
BE-4: Promote community solar and microgrids	**Not Applicable**. The policy is only applicable to the City to implement.
BE-5: Perform municipal energy audits	**Not Applicable**. This policy is only applicable to the City to implement.
T-1: Increase frequency, connectivity, and safety of transit options.	**Not Applicable**. This action is applicable to Long Beach Transit.
T-2: Increase employment and residential development along primary transit corridors	**Not Applicable**. The project site is not located near a primary transit corridor.
T-3: Implement the Port of Long Beach Clean Air Action Plan	**Not Applicable**. This action is applicable to the Port of Long Beach.
T-4: Increase bikeway infrastructure	**Consistent**. The proposed project would provide new bicycle parking and storage areas.
T-5: Expand/improve pedestrian infrastructure citywide	**Consistent**. The proposed project would improve on-site pedestrian walkways.
T-6: Develop an Electric Vehicle Infrastructure Master Plan	**Not Applicable**. This action is only applicable to the City to implement.
T-7: Update the Transportation Demand Management Ordinance	**Not Applicable**. This action is only applicable to the City to implement.
T-8: Increase density and mixing of land uses	**Consistent**. The proposed project consists of removing and replacing school structures that would increase in greater student capacity for the School.
T-9: Integrate SB 743 planning with CAAP process	**Not Applicable**. This action is only applicable to the City to implement.
T-10: Identify and implement short-term measures to reduce emissions related to oil and gas extraction	**Not Applicable**. No oil and gas extraction is part of the proposed project.
W-1: Ensure compliance with state law recycling program requirements for multi-family residential and commercial property	**Consistent**. The proposed project would provide designated recycling and trash bins.
W-2: Develop a residential organic waste collection program	**Not Applicable**. This policy is only applicable to the City to implement.

Priority Mitigation Actions	Project Consistency
BE-1: Provide access to renewably generated electricity	**Not Applicable**. This policy is only applicable to Southern California Edison, which is the electrical provider for the City.
W-3: Ensure compliance with state law organic waste diversion requirements for multi-family residential and commercial	**Not Applicable**. This policy is only applicable to the City to implement.
W-4: Identify organic waste management options	**Not Applicable**. This policy is only applicable to the City to implement.

Source: City of Long Beach, LB CAP found at: https://www.longbeach.gov/lbcd/planning/caap/

As shown in Table 11, with implementation of statewide regulatory requirements, including the CalGreen building standards, the Proposed Project would be consistent with all applicable policies of the CAAP. Therefore, implementation of the Proposed Project would not conflict with any applicable plan that reduces GHG emissions.

5.3.6 Cumulative Impacts

Cumulative impacts are defined in the CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Stated in another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines Section 15130 [a][1]).

The analysis in Threshold A above shows that the Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Construction emissions produced by the Proposed Project will be temporary in nature and operations would remain the same as an operational school. Therefore, the Proposed Project would not result in a cumulative impact.

5.3.7 Mitigation Measures

No mitigation measures are required, as all Project impacts regarding GHGs are less than significant.

5.3.8 Level of Significance After Mitigation

No mitigation measures are required, as all Project impacts regarding GHGs are less than significant.

5.4 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the potential hazards and hazardous materials impacts that would occur in association with implementation of the proposed Project. The discussion focuses on hazardous materials and hazards requiring remediation or mechanisms to prevent accidental release. Information contained in this section is summarized from the *Phase I ESA* (Leighton Consulting, 2024) and the Hazardous Materials Survey and report (NV5, 2023).

5.4.1 Existing Environmental Setting

Regional Setting

Project Site

The Proposed Project and Proposed Project site were analyzed, utilizing publicly available data and in coordination with the District, to determine the potential for hazards or hazardous materials to occur on-site. Background research included an evaluation of the Geotracker and Envirostor websites, operated by the SWRCB and the DTSC respectively, and the preparation of a Hazardous Materials Survey and Report by NV5 in 2023.

Federal and State Database Review

The primary reason for defining potentially hazardous sites is to protect health and safety, and to minimize the public's exposure to hazardous materials during Project construction and waste handling. Exposure can occur during normal use, handling, storage, transportation, and disposal of hazardous materials. Exposure may also occur due to hazardous compounds existing in the environment, such as fuels in underground storage tanks, pipelines, or areas where chemicals have leaked into the soil or groundwater. If encountered, contaminated soil may qualify as hazardous waste, thus requiring handling and disposal according to local, State, and federal regulations. Table 12 below lists the contaminated sites identified within 10 miles of the Project site.

Table 12: Contaminated Sites within 10 Miles of the Project Site

Site Name	Status	Project Type	Address	City
1795 Long Beach Boulevard	Certified O&M land Use Restrictions Only	Voluntary Cleanup	1795 Long Beach Boulevard	Long Beach
Long Beach Plating Co., Inc.	Refer: Other Agency	Tiered Permit	1620 W Anaheim Street	Long Beach
Long Beach Polytechnic High School Auditorium	No Further Action	School Investigation	1600 Atlantic Avenue	Long Beach
Roosevelt Elementary School	No Action Required	School Investigation	1574 Linden Avenue	Long Beach

Site Name	Status	Project Type	Address	City
1795 Long Beach Boulevard	Certified O&M land Use Restrictions Only	Voluntary Cleanup	1795 Long Beach Boulevard	Long Beach
Roosevelt Elementary School – South Annex	No Further Action	School Investigation	SW Corner of Atlantic Ave. & 15th St.	Long Beach
United Methodist Church Property	No Action Required	School Investigation	1535 Atlantic Ave	Long Beach
ALLWASTE SERVICES, INC.	Closed	Non-Operating	925 W ESTHER ST	Long Beach
ANAHEIM STREET SCHOOL	Inactive – Needs Evaluation	School Investigation	Anaheim Street/ Pacific Avenue	Long Beach
Cal Bumper Co., Inc.	Refer: Other Agency	Tiered Permit	1555 W Anaheim Street	Long Beach
CROSBY & OVERTON	Operating Permit	Operating	1630 W 17th ST	Long Beach
CROSBY & OVERTON – PLANT #1	No Action Required	Corrective Action	1630 W 17th ST	Long Beach
LITTLE CLEANERS	Active	Evaluation	219 W Anaheim Street	Long Beach

Source: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=1450+Cedar+Ave%2C+Long+Beach%2C+CA

EnviroStor, which is administered by the DTSC, provides existing information on permits and corrective action at hazardous waste facilities, as well as site cleanup projects. Review of EnviroStor indicates the Proposed Project is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65862.5 (DTSC 2018).

GeoTracker, which is administered by the SWRCB, is used to track and archive compliance data from authorized or unauthorized discharges of waste to land, or unauthorized releases of hazardous substances from underground storage tanks (UST). GeoTracker identifies the Proposed Project is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65862.5 (SWRCB 2018).

EnviroMapper, which is administered by the USEPA, includes geographic information, such as locations of federal Superfund sites and other hazardous materials sites. Review of EnviroMapper indicates the Proposed Project is not a location of a federal Superfund sites and other hazardous materials sites (USEPA, 2024).

According to the California Department of Conservation (DOC) Geologic Energy Management Division's (CalGEM) Well Finder database, the Proposed Project is not listed as an area that CalGEM oversees for the

drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal energy wells (DOC 2024).

Sensitive Receptors

Sensitive receptors that may be susceptible to health and safety impacts resulting from the construction and operation of elementary schools generally include on-site workers and the young and elderly sectors of the population. The nearest sensitive receptors to the project site are residents at the multi-family homes located adjacent to the west side of the southern portion of the project site, that are as near as 12 feet west of the School. There are also multi-family homes located across Cedar Avenue that are as near as 85 feet west of the School, located across W 15th Street that are as near as 60 feet north of the School, and located across Pacific Avenue that are as near as 100 feet east of the School (Appendix B).

Phase I ESA Report

Leighton Consulting, Inc. (Leighton Consulting) performed a Phase I Environmental Site Assessment (ESA) of the Proposed Project site. The scope of work for this Phase I ESA included a records review, Site reconnaissance interview, and report preparation. The report concluded that evidence of hazardous substances, drums, or other chemical containers was not observed at the Site with the exception of typical janitorial cleaning materials and gasoline canisters for the landscaping equipment and emergency backup generator. Cleaning supplies are stored in various custodial closets throughout the Site, and in the storage room below Building D. The gasoline canisters are located in the storage room below Building D and in the emergency equipment storage centers.

Regulatory Setting

Federal

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) grants authority to the USEPA to control hazardous waste from start to finish. This covers the production, transportation, treatment, storage, and disposal of hazardous waste. The RCRA also sets forth a framework for the management of nonhazardous solid waste. The 1986 amendments to the RCRA enabled the USEPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

Hazardous Materials Transport Regulations

The U.S. Department of Transportation (USDOT) regulates transportation of hazardous materials between states. The USDOT Federal Railroad Administration enforces the hazardous materials regulations, which are promulgated by the Pipeline and Hazardous Materials Safety Administration for rail transportation. These regulations include requirements that railroads and other transporters of hazardous materials, as well as shippers, have and adhere to security plans and train employees involved in offering, accepting, or transporting hazardous materials on both safety and security matters. Additionally, the Federal Hazardous Materials Transportation Law is enforced by the USDOT's Federal Highway Administration (FHWA) with the purpose of protecting risks to life, property, and the environment resulting from the transportation of hazardous materials.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) is a program created to implement the Clean Water Act. The SWRCB and the nine regional water boards administer NPDES to regulate and monitor discharged waters and to ensure they meet water quality standards.

Occupational Safety and Health Act (OSHA)

Congress passed the Occupational Safety and Health Act (OSHA) to assure safe and healthful working conditions for working men and women. OSHA assists states with ensuring safe and healthful working conditions and provides for research, information, education, and training in the field of occupational safety and health. The Project would be subject to OSHA requirements during construction, operation, and maintenance.

State

Title 22 of the California Code of Regulations

Hazardous Materials Defined

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. According to Title 22, Section 66260.10 of the CCR, a hazardous material is defined as:

> …A substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or, (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of, or otherwise managed.

Chemical and physical properties that cause a substance to be considered hazardous include the properties of toxicity, ignitability, corrosivity, and reactivity (Title 22, Sections 66261.20 through 66261.24). Factors that influence the health effects of exposure to hazardous materials include dosage, frequency, the exposure pathway, and individual susceptibility. The Proposed Project would require use of small amounts of hazardous materials (such as diesel fuel, oil, and grease for heavy equipment) during construction, operation, and reclamation.

CalEPA

The CalEPA and the SWRCB establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable State and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

Small quantities of hazardous materials will be used and stored on-site for miscellaneous general maintenance activities that would be subject to State and local laws.

California/Occupational Safety and Health Act (Cal/OSHA)

The Division of Occupational Safety and Health (DOSH), better known as Cal/OSHA, protects workers from health and safety hazards on the job in almost every workplace in California through its research and standards, enforcement, and consultation programs.

Hazardous Materials Management Plans

In January 1996, CalEPA adopted regulations implementing a Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, underground storage tanks, aboveground storage tanks, hazardous material release response plans and inventories, risk management and prevention program, and Uniform Fire Code hazardous materials management plans and inventories. The program is implemented at the local level by a local agency—the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction.

State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and, in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment.

A Hazardous Materials Survey and Report was prepared for the Proposed Project by NV5 on December 15th, 2023. The hazardous materials surveying and testing involved Buildings A-E, the computer lab, bungalow B2, and the surrounding grounds and parking lots.

Hazardous Materials Disclosure Program

The Hazardous Materials Disclosure Program is found within the provisions of the California Health and Safety Code, Division 20, Chapter 6.95, Article 1. CUPAs are required to implement this Hazardous Materials Disclosure Program by reporting and disclosing the storage, use, or handling of hazardous materials on a site as a strategic measure to minimize loss of life and property. In addition, Hazardous Materials Business Plans must be submitted by all businesses that handle more than a threshold quantity of hazardous materials.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) is found within the provisions of the California Health and Safety Code, Division 2, Chapter 4.5. CalARP is implemented at the local level by CUPA as a strategy to minimize the accidental releases of stationary substances that can cause harm to the general public and the environment. Businesses are required to develop risk management plans if more than a threshold quantity of regulated substances is handled.

California Hazardous Materials Release Response Plans and Inventory Law

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires hazardous materials business plans to be prepared and inventories of hazardous materials to be disclosed. A business plan includes an inventory of the hazardous materials handled, facility floor plans

showing where hazardous materials are stored, an emergency response plan, and provisions for employee safety and emergency response training (Health and Safety Code, Division 20, Chapter 6.95, Article 1.).

Department of Toxic Substances Control

The DTSC has primary regulatory responsibility for the management of hazardous materials and the generation, transport, and disposal of hazardous waste under the authority of the Hazardous Waste Control Law (HWCL). Enforcement is delegated to local jurisdictions that enter into agreements with DTSC.

California's Secretary of Environmental Protection established a unified hazardous waste and hazardous materials management regulatory program as required by Health and Safety Code Chapter 6.11. The unified program consolidates, coordinates, and makes consistent portions of the following six existing programs:

- Hazardous Waste Generations and Hazardous Waste On-site Treatment
- Underground Storage Tanks
- Hazardous Material Release Response Plans and Inventories
- California Accidental Release Prevention Program
- Aboveground Storage Tanks (spill control and countermeasure plan only)
- Uniform Fire Code Hazardous Material Management Plans and Inventories

The statute requires all counties to apply to the CalEPA Secretary for the certification of a local unified program agency. Qualified cities are also permitted to apply for certification. The local CUPA is required to consolidate, coordinate, and make consistent the administrative requirements, permits, fee structures, and inspection and enforcement activities for these six program elements within the county. Most CUPAs have been established as a function of a local environmental health or fire department.

The Office of the State Fire Marshal participates in all levels of the CUPA program including regulatory oversight, CUPA certifications, evaluations of the approved CUPAs, training, and education. The DTSC serves as the CUPA in Imperial County.

Small quantities of hazardous materials will be transported to and from the Project area and used and stored on-site for miscellaneous general operations and maintenance activities.

Government Code Section 65962.5 (Cortese List)

The provisions of Government Code Section 65962.5 are commonly referred to as the Cortese List. The Cortese List is a planning document used by State and local agencies to provide information about hazardous materials release sites. Government Code Section 65962.5 requires CalEPA to develop an updated Cortese List annually, at minimum. DTSC is responsible for a portion of the information contained in the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information for the Cortese List.

California Emergency Response Plan

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local governments and private agencies. Response to hazardous material incidents is one part of this plan. The plan is managed by the Governor's Office of Emergency Services, which

coordinates the responses of other agencies, including CalEPA, the California Highway Patrol (CHP) and the Regional Water Quality Control Board(RWQCB).

Local

City of Long Beach General Plan

Both natural and man-made hazards are addressed in the General Plan. The Safety Element also contains a set of goals and objectives for land use planning and safety, emergency preparedness, and the control of hazardous materials. The goals and objectives, together with the implementation programs and policies, provide direction for development. Table 13 analyzes the consistency of the Project with specific policies contained in the Plan associated with hazards and hazardous materials.

Table 13: General Plan Consistency

General Plan Policies	Consistency with General Plan	Analysis
Goal 1:	**Promote the redevelopment of areas, which may present safety problems.**	**The development is occurring within school property and would promote safety within the school through facility upgrades.**
Goal 2:	**Encourage development that would be most in harmony with nature and thus less vulnerable to natural disasters**	**The Project is consistent with school operations, and it is not unusual to upgrade school facilities.**
Goal 3:	**Use physical planning as a means of achieving greater degrees of protection from safety hazards.**	**Upgrading facilities includes updating them to match the current building code as well as electrical and HVAC upgrades.**
Goal 4:	**Use safety precautions as one means of preventing blight and deterioration.**	**The Project would upgrade school facilities and safety.**

Source: https://www.longbeach.gov/globalassets/lbcd/media-library/documents/planning/advance/general-plan/public-safety?siteid:94954c0f-e16a-468a-820a-a11809373f86

5.4.2 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, LBUSD utilizes the State CEQA Guidelines Appendix G Checklist. Appendix G states that a project may be deemed to have an impact on hazards and hazardous materials if it would:

Threshold b) **Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.**

Threshold c) **Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.**

Please refer to Section 7.1: Effects Found Not to Be Significant for an evaluation of those topics that were determined to be less than significant or have no impact and do not require further analysis in the EIR.

5.4.3 Methodology

The Proposed Project and Proposed Project site were analyzed to determine the potential for hazards or hazardous materials to occur on-site. Background research included an evaluation of the Geotracker and EnviroStor websites, operated by the SWRCB and the DTSC respectively, and the preparation of a Hazardous Materials Survey and Report by NV5 in 2023.

5.4.4 Project Impact Analysis

Threshold b) Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact. A Hazardous Materials Survey and Report was prepared for Washington Middle School in 2023 by NV5 to provide information about the current conditions within the site structures regarding the potential presence of Asbestos-Containing Materials (ACMs), and other hazardous materials which are present within the buildings. A survey was conducted for ACMs, lead-based paint (LBP), polychlorinated biphenyls (PCBs), and universal wastes.

Construction activities associated with the Proposed Project would require compliance with federal and State laws that regulate construction activities which might involve interaction with ACM or LBP. Regulations require that, prior to demolition, alteration, or renovation, (1) proper notification is given to the SCAQMD (who regulates airborne pollutants) and the local Cal/OSHA office; (2) LBUSD will certify that ACMs have been removed or mitigated by a licensed asbestos abatement contractor certified by the State of California Contractors Licensing Board; and (3) LBUSD will institute an operations and maintenance (O&M) program so that ACMs that are not damaged or LBP that will remain in place are properly managed to prevent exposure to hazardous materials. These permitting requirements automatically apply to all developments associated with the Proposed Project and are considered standard conditions for approval of the Proposed Project.

School staff and contractors that may be on-site during construction work will be informed of the type of ACMs that they may encounter and the location of the ACM. The appropriate employers/contractors will implement specific work practices to protect workers, school staff, and students from airborne asbestos exposures. Control measures will be implemented that will address worker, staff, and student safety during the proposed upgrades. Recommendations include abatement procedures, proper training when working with or near ACM, and sampling and reporting procedures.

Compliance with these regulations and implementation of the recommended safety measures would reduce potential impacts during construction and operation to a level below significant.

Additionally, as mentioned in Section 4.9.1 Impact (a) of the Initial Study (Appendix A), the construction phase of the Proposed Project would involve the use of heavy equipment during construction that would emit emissions associated with internal combustion engines (i.e., diesel and gasoline); however, the use of fuels is regulated by the state and would be in compliance with all state regulations during construction. Therefore, compliance with SCAQMD, LBP, and asbestos notification processes would result in a less than significant impact regarding significant hazards to the public involving the release of hazardous materials.

Threshold c) **Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?**

Less Than Significant. The Proposed Project involves campus transformation including demolition of portable and permanent buildings, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. PAAL Academy is located approximately 0.25 mile east of the Proposed Project site. The results of the Hazardous Materials Survey identified areas within the campus that contain lead and asbestos compounds. The District will comply with the recommendations on handling asbestos- and lead-containing materials, including avoidance, and therefore reduce impacts to less than significant. Furthermore, the Project will comply with the Hazardous Materials Survey Business Plan prepared by the District.

Construction

The Proposed Project would also involve the use of heavy equipment during construction that would emit emissions associated with internal combustion engines (i.e., diesel and gasoline). An Air Quality, Energy, and GHG Impact Analysis Report was prepared by Vista environmental in 2024 for the Proposed Project (Appendix B). The Proposed Project is anticipated to generate GHG emissions from mobile sources, area sources, energy usage, waste disposal, water usage, and construction equipment. The emissions generated by the Proposed Project would not generate GHG emissions, either directly or indirectly, and a less than significant impact would occur.

Operations

Operations of the Proposed Project would involve the use of chemicals associated with the maintenance operations which would be subject to federal, State, and local health and safety requirements. Implementation of federal, State, and local health and safety requirements would reduce impacts to less than significant.

5.4.5 Cumulative Impacts

Cumulative impacts are defined in CEQA as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355). Stated in another way, “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts” (CEQA Guidelines Section 15130 [a][1]).

Construction and operation of the Proposed Project would happen on-site at the school. The District would comply with recommended safety measures and regulations. Therefore, the Proposed Project would create a less than significant cumulative impact to hazards and hazardous materials construction and operations would happen on-site at the Project site.

5.4.6 Mitigation Measures

No mitigation measures are required, as all Project impacts regarding hazards and hazardous materials are less than significant.

5.4.7 Level of Significance After Mitigation

No mitigation measures are required, as all Project impacts regarding hazards and hazardous materials are less than significant.

5.5 NOISE

This section defines technical terminology used in the analysis of noise; identifies federal, state, and local regulations applicable to noise; and describes the environmental setting with regard to existing ambient noise levels. This section also analyzes potential noise impacts associated with construction and operation of the Project. The information in this section is based on the Project's Noise Assessment. This document is provided as Appendix E of this EIR.

5.5.1 Background Information

Noise Terminology

Noise Fundamentals

Noise is defined as unwanted or objectionable sound. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale, which quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling a traffic volume, would increase the noise level by 3dBA; a halving of the energy would result in a 3dBA decrease.

A given level of noise may be more or less tolerable depending on the duration of exposure experienced by an individual. A number of measures of noise exposure consider not only the A-level variation of noise, but also the duration of the disturbance. The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. The Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it reflects the addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason, the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of La Puente Noise Element uses the CNEL.

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increases or decreases, that a change of 5 dBA is readily perceptible, and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (Appendix E).

Ground-Borne Vibration Fundamentals

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking

of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude, such as the maximum instantaneous peak in the vibration's velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as (Lv) and is based on the rms velocity amplitude. A commonly used abbreviation is "Vd8", which in this text, is when Lv is based on the reference quantity of 1 micro inch per second.

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

Existing Noise Conditions

Ambient Noise Levels

Table 14: Existing (Ambient) Noise Measurement Results

Site No.	Description	Primary Noise Source	Start Time of Measurement	Measured Noise Level	
				dBA Leq	dBA Lmax
1	Located in the parking lot on the south side of the School, approximately 25 feet north of W 14th Street westbound lanes centerline	Vehicles on Pacific Avenue and W 14th Street	12:13 p.m.	55.0	72.1
2	Located on the west side of the School, on north side of Front Door to School, approximately 40 feet east of Cedar Avenue centerline	Vehicles on Cedar Avenue and School activities	12:31 p.m.	57.4	72.0
3	Located on the north side of the School, approximately 25 feet south of W 15 Street centerline and 140 feet east of Cedar Avenue centerline	Vehicles on W 15th Street centerline	12:49 p.m.	61.6	74.7
4	Located on the east side of the School, near the northeast corner of the basketball courts, approximately 45 feet west of Pacific Avenue centerline.	Vehicles on Atlantic Avenue	2:13 p.m.	63.2	79.1

Aircraft Noise

The nearest airport is Long Beach Airport, which is located approximately 3.1 miles northeast of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Long Beach Airport.

As such, no direct aircraft noise occur at the Project site, and aircraft noise does not provide a quantitative contribution to the existing noise environment.

5.5.2 Regulatory Setting

Federal

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, OSHA prohibits exposure of workers to excessive sound levels. The DOT assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the FTA, while freeways that are part of the interstate highway system are regulated by the FHWA. Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the proposed project is not under the jurisdiction of the FTA, the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual), prepared by the FTA in September 2018, is a guidance document from a government agency that has defined what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise, and a summary of the FTA findings are provided below in Table 15.

Table 15: FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7

Source: Federal Transit Administration, 2018.

State

Noise Standards

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix," which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise. The Land Use Compatibility Matrix that was adopted by the City is shown in Figure 4 in Appendix E.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds, noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle.

California Vehicle Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California: 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

Vibration Standards

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the CEQA Guidelines, which requires the analysis of exposure of persons to excessive ground-borne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive ground-borne vibration occurs.

Caltrans issued the *Transportation and Construction Vibration Guidance Manual* in April 2020. The Manual provides practical guidance to Caltrans engineers, planners, and consultants who must address vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources, and 0.04 inch per second PPV for continuous sources.

Local

The *City of Long Beach General Plan Noise Element*, June 2023 and Municipal Code establishes the following applicable policies related to noise and vibration.

City of Long Beach General Plan Noise Element

Strategy No.1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multi-family Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate Placetypes.

Policy N 1-1 Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.

Policy N 1-2 Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential areas, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.

Policy N 1-3 Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.

Policy N 1-4 Encourage developer or landowners to incorporate noise reduction features in the site planning process.

Policy N 1-5 Incorporate urban design strategies such as courtyards, paseos, alleys, plazas, and open space areas to provide a buffer to noise sensitive uses.

Policy N 1-6 Ensure that project site design and function minimize the potential adverse impacts of noise.

Policy N 1-7 Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas.

Policy N 1-8 Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and transit.

Policy N 1-9 Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated.

Strategy No. 4 Protect and buffer noise sensitive areas and uses through effective building design and material selection.

Policy N 4-1 Encourage developers to utilize noise absorbing materials.

Policy N 4-5 Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.

Policy N 4-6 Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms.

Policy N 4-7 Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.

Strategy No. 6 Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

Policy N 6-1 Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.

Policy N 6-2 Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.

Policy N 6-4 Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.

Policy N 6-6 For future noise sensitive land uses proposed within the 65 dBA Ldn noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.

Policy N 6-9 Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.

Strategy No. 7 Promote multimodal mobility to reduce noise generated from vehicular traffic.

Policy N 7-1 Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles), and transit as stipulated in the Mobility Element to minimize traffic noise in the City.

Strategy No. 12 Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

Policy N 12-1 Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.

Policy N 12-2 Limit the allowable hours for construction activities and maintenance operations near sensitive uses.

Policy N 12-3 As part of the City's Municipal Code, establish noise levels standards based on Placetype and time of day, to which construction noise shall conform.

Policy N 12-4 Encourage off-site fabrication to reduce needed on-site construction activities and corresponding noise levels and duration.

Policy N 12-5 Encourage the following construction best practices:

- Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
- Grading and construction contractors should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment, rather than metal tracked equipment.
- Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.
- The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
- The construction contractor should use on-site electrical sources to power equipment rather than diesel generators where feasible.
- All residential units located within 500 ft of a construction site should be sent a notice regarding the construction schedule. A sign legible at a distance of 50 ft should also be posted at the construction site. All notices and the signs should indicate the dates and durations of construction activities, as well as provide a telephone number for a "noise disturbance coordinator."
- A "noise disturbance coordinator" should be established. The disturbance coordinator should be responsible for responding to any local complaints about construction noise. The disturbance coordinator should determine the cause of the noise complaint (e.g., starting too early, bad muffler) and should be required to implement reasonable measures to reduce noise levels.

City of Long Beach Municipal Code

The City's Municipal Code identifies standards for noise intrusion from non-transportation sources within various Noise Districts. The Proposed Project is located in District One. Table 16 summarizes the applicable

standards in Noise District One.

Table 16: City of Long Beach Municipal Code Exterior Noise Standards

Noise level that may not be exceeded for more than…	Daytime[a] 7 a.m. – 10 p.m.	Nighttime[a] 10 p.m. – 7 a.m.
30 minutes in any hour	50 dB(A)	45 dB(A)
15 minutes in any hour	55 dB(A)	50 dB(A)
5 minutes in any hour	60 dB(A)	55 dB(A)
1 minute in any hour	65 dB(A)	60 dB(A)
Any time	70 dB(A)	65 dB(A)

Notes:

a) In the event that the alleged offensive noise contains a steady audible tone such as a whine, screech, or hum, or is a repetitive noise such as hammering or riveting or contains music or speech conveying informational content, the specified noise limits are reduced by 5 dB(A).

Source: City of Long Beach Municipal Code Chapter 8.80.160.

Section 8.80.202 of the City's Noise Ordinance regulates noise from construction activities. These regulations limit the permissible hours of construction to between 7:00 a.m. and 7:00 p.m. on weekdays or federal holidays and between 9:00 a.m. and 6:00 p.m. on Saturdays. Construction is generally prohibited on Sundays. The Noise Ordinance also limits hours of operation for mechanically powered tools (e.g., saws, sanders, drills, grinders, lawnmowers, and garden tools) from 7:00 a.m. to 10:00 p.m. Leaf blowers have more stringent standards and can only be used between 8:00 a.m. and 8:00 p.m. on weekdays, 9:00 a.m. and 5:00 p.m. on Saturdays, and 11:00 a.m. and 5:00 p.m. on Sundays.

The Noise Ordinance also provides standards for vibration (Section 8.80.200(G)). It is a violation to operate or permit the operation of any device that creates vibration that is above the vibration perception threshold of an individual at or beyond the property boundary of the source. The Noise Ordinance defines the perception threshold as 0.001 g's in the frequency range of 0-30 hertz and 0.003 g's in the frequency range between 30 and 100 hertz. It should be noted that this perception threshold is only applicable to vibration caused during the operation of the Proposed Project.

5.5.3 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, LBUSD utilizes the State CEQA Guidelines Appendix G Guidelines. Appendix G states that a project may be deemed to have noise impacts if it would result in:

Threshold a) **Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.**

Threshold b) **Generation of excessive ground-borne vibration or ground-borne noise levels.**

Threshold c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?**

5.5.4 Methodology

The noise measurements were taken using a Larson-Davis Model 831 Type 1 precision sound level meter programmed in "slow" mode to record noise levels in "A" weighted form as well as the frequency spectrum of the noise broken down into 1/3 octaves. The sound level meter and microphone were mounted on a tripod five feet above the ground and were equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 200. The accuracy of the calibrator is maintained through a program established through the manufacturer and is traceable to the National Bureau of Standards. The noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (ANSI S1.4-2014 standard).

Noise Measurement Locations

The noise monitoring locations were selected in order to obtain noise levels in the vicinity of the project site. Descriptions of the noise monitoring sites are provided in **Error! Reference source not found.** in A ppendix E and are shown in Figure 4 in Appendix E. Appendix A in Appendix E includes a photo index of the study area and noise level measurement locations.

Noise Measurement Timing and Climate

The noise measurements were recorded between 12:13 p.m. and 1:22 p.m. on Tuesday, May 14, 2024. During the noise measurements, the sky was partly cloudy, the temperature was 70 degrees Fahrenheit, the humidity was 56 percent, barometric pressure was 29.85 inches of mercury, and the wind was blowing at an average rate of four mph.

5.5.5 Project Impact Analysis

Threshold a) **Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact. The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the Proposed Project and compares the noise levels to the City standards.

Construction-Related Noise

The construction activities for the Proposed Project are anticipated to include the renovation of the majority of buildings on campus that will include limited demolition, site preparation and grading, building renovations, paving of the hardscaped areas, and application of architectural coatings. Noise impacts from construction activities associated with the Proposed Project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities.

Section 8.80.202 of the City's Noise Ordinance restricts construction activities from occurring between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between 6:00 p.m. and 9:00 a.m. on Saturdays, or anytime on Sundays or federal holidays. Through adherence to the construction-related noise requirements provided in the City's Noise Ordinance, construction-related noise levels would not exceed any noise standards established in the General Plan or Noise Ordinance. However, as detailed in Section 4.1 in Appendix E, the General Plan Noise Element details that the federal standards may be used when local criteria are not established. As such, the FTA construction noise level standard of 90 dBA at the nearby homes have been utilized in this analysis.

Construction noise levels to the nearby sensitive receptors have been calculated through use of the RCNM and the parameters and assumptions detailed in Section 6.1 of Appendix E including Table E – Construction Equipment Noise Emissions and Usage Factors. The results are shown below in Table 17 and the RCNM printouts are provided in Appendix E.

Table 17: Construction Noise Levels at the Nearby Sensitive Receptors

Construction Phase	Construction Noise Level (dBA Leq) at:			
	Home to Southwest[1]	Homes to West[2]	Homes to North[3]	Homes to East[4]
Demolition	80	77	78	77
Site Preparation	80	77	77	77
Grading	80	76	78	77
Building Construction	81	77	78	78
Paving	79	75	76	75
Painting	68	64	65	64
FTA Construction Noise Threshold[5]	**90**	**90**	**90**	**90**
Exceed Thresholds?	**No**	**No**	**No**	**No**

Notes:
[1] The homes to the southwest are located as near as 100 feet from center of proposed Building 400.
[2] The homes to the west are located as near as 155 feet from center of proposed Building 1000.
[3] The homes to the north are located as near as 140 feet from center of proposed Building 2000.
[4] The homes to the east are located as near as 150 feet from center of proposed Building 3000.
[5] The FTA Construction noise thresholds are detailed above in **Error! Reference source not found.**.
Source: RCNM, Federal Highway Administration, 2006

Table 17 shows that the greatest noise impacts would occur during the building construction phase, with a noise level as high as 81 dBA Leq at the nearest homes to the southwest. All calculated construction noise levels shown in Table 17 are within the FTA daytime construction noise standard of 90 dBA. Therefore, through adherence to allowable construction times provided in Section 8.80.202 of the Municipal Code, the construction activities for the Proposed Project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant.

Operational-Related Noise

Potential noise impacts associated with the operations of the Proposed Project would be from Project-generated vehicular traffic on the nearby roadways and from on-site noise sources to the nearby sensitive

receptors. The noise impacts created from Project generated vehicular traffic on the nearby roadways and from on-site noise sources to the nearby homes have been analyzed separately below.

Roadway Vehicular Noise Impact to Nearby Sensitive Receptors

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors: (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The Proposed Project does not propose any uses that would require a substantial number of truck trips and the Proposed Project would not alter the speed limit on any existing roadway, so the Proposed Project's potential off-site noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the Proposed Project.

Neither the General Plan nor the Municipal Code defines what constitutes a "substantial permanent increase to ambient noise levels." As such, this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that has been detailed in Table A in Appendix E.

The potential off-site traffic noise impacts created by the ongoing operations of the Proposed Project have been analyzed through utilization of the FHWA model and parameters described above in Section 6.2 and the FHWA model noise calculation spreadsheets are provided in Appendix E. The proposed project's off-site traffic noise impacts have been analyzed for the existing year, opening year 2026, and cumulative year 2031 conditions, which are discussed below.

Existing Year Conditions

The Proposed Project's potential off-site traffic noise impacts have been calculated through a comparison of the existing year scenario to the existing with project scenario. The results of this comparison are shown in Table 18.

Table 18: Existing Year Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor[1]			
Roadway	**Segment**	**Existing**	**Existing Plus Project**	**Project Contribution**	**Increase Threshold[2]**
Cedar Avenue	North of 15th Street	50.3	50.4	+0.1	+5 dBA
Cedar Avenue	South of 15th Street	51.0	51.9	+0.9	+5 dBA
Cedar Avenue	North of 14th Street	49.7	50.3	+0.6	+5 dBA
15th Street	West of Cedar Avenue	53.0	53.1	+0.1	+5 dBA
15th Street	East of Cedar Avenue	53.1	53.1	+0.0	+5 dBA
14th Street	West of Cedar Avenue	48.7	48.7	+0.0	+7 dBA
14th Street	East of Cedar Avenue	48.5	48.5	+0.0	+7 dBA

Notes:
[1] Distance to nearest sensitive receptors shown in **Error! Reference source not found.**, does not take into account existing noise barriers.
[2] Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in **Error! Reference source not found.**.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table 18 shows that the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the roadway noise increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Opening Year 2026 Conditions

The Proposed Project's potential off-site traffic noise impacts have been calculated through a comparison of the opening year 2026 scenario to the opening year 2026 with project scenario. The results of this comparison are shown in Table 19.

Table 19 shows that the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the roadway noise increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the opening year 2026 conditions. Impacts would be less than significant.

Table 19: Opening Year 2026 Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor[1]			
Roadway	**Segment**	**2026 No Project**	**2026 Plus Project**	**Project Contribution**	**Increase Threshold[2]**
Cedar Avenue	North of 15th Street	50.3	50.4	+0.1	+5 dBA
Cedar Avenue	South of 15th Street	51.0	51.9	+0.9	+5 dBA
Cedar Avenue	North of 14th Street	49.7	50.3	+0.6	+5 dBA
15th Street	West of Cedar Avenue	53.0	53.1	+0.1	+5 dBA
15th Street	East of Cedar Avenue	53.1	53.1	+0.0	+5 dBA
14th Street	West of Cedar Avenue	48.7	48.7	+0.0	+7 dBA
14th Street	East of Cedar Avenue	48.5	48.5	+0.0	+7 dBA

Notes:
[1] Distance to nearest sensitive receptors shown in **Error! Reference source not found.**, does not take into account existing noise barriers.
[2] Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in **Error! Reference source not found.**.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Cumulative Year 2031 Conditions

The Proposed Project's potential off-site traffic noise impacts have been calculated through a comparison of the cumulative year 2031 scenario to the cumulative year 2031 with project scenario. The results of this comparison are shown in Table 20.

Table 20: Cumulative Year 2031 Project Traffic Noise Contributions

		dBA CNEL at Nearest Receptor[1]			
Roadway	**Segment**	**2031 No Project**	**2031 Plus Project**	**Project Contribution**	**Increase Threshold[2]**
Cedar Avenue	North of 15th Street	50.6	50.7	+0.1	+5 dBA
Cedar Avenue	South of 15th Street	51.2	52.1	+0.9	+5 dBA
Cedar Avenue	North of 14th Street	50.0	50.6	+0.6	+5 dBA
15th Street	West of Cedar Avenue	53.2	53.3	+0.1	+5 dBA
15th Street	East of Cedar Avenue	54.0	54.0	+0.0	+5 dBA
14th Street	West of Cedar Avenue	49.1	49.1	+0.0	+7 dBA
14th Street	East of Cedar Avenue	49.1	49.1	+0.0	+7 dBA

Notes:
[1] Distance to nearest sensitive receptors shown in **Error! Reference source not found.**, does not take into account existing noise barriers.
[2] Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in **Error! Reference source not found.**.
Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table 20 shows that the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the roadway noise increase thresholds detailed above. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the cumulative year 2031 conditions. Impacts would be less than significant.

On-site Noise Impacts

The operation of the Proposed Project would mostly contain the same noise sources in similar locations that currently occur on the Project site. However, in order to provide a conservative analysis, the primary noise sources that are anticipated to include the new auditorium building, parking lot/drop-off areas, rooftop mechanical equipment and soccer field, were analyzed.

Section 8.80.160 of the Municipal Code limits on-site noise sources at the property lines of the nearby homes to 50 dBA between 7 a.m. and 10 p.m. and 45 dBA between 10 p.m. and 7 a.m. Since the School would be closed between the hours of 10 p.m. and 7 a.m., no noise impacts would occur during the nighttime hours and the daytime noise standards have been utilized in this analysis.

In order to determine the on-site noise impacts from the operation of the proposed project, reference noise measurements were taken of the existing source, which have been detailed in Section 6.2 in Appendix E and Table 21 in Appendix E shows the calculated noise levels at the nearby homes.

Table 21: On-site Operational Noise Levels at the Nearby Homes

	Calculated Noise Levels (dBA Leq) at[1]:			
Noise Source	**Homes to Southwest**	**Homes to West**	**Homes to North**	**Homes to East**
New Auditorium (Front Door Area)	47	34	26	43
Parking Lot & Drop-off Areas	23	26	30	24
Rooftop Equipment	42	33	25	34
Soccer Field	10	26	32	26
Combined Noise Levels	**49**	**37**	**35**	44
City Daytime Noise Standards[2]	**50**	**50**	**50**	**50**
Exceed City Noise Standards?	No	No	No	No

Notes:
[1] Noise levels calculated through soft site geometric spreading of noise, which results in a 7.5 dB drop in noise when distance is doubled.
[2] Obtained from Section 8.80.160 of the Municipal Code.
Source: Reference noise measurements printouts are provided in Appendix E.

Table 21 shows that the Proposed Project's worst-case operational noise from the simultaneous operation of all noise sources on the Project site would create a noise level as high as 49 dBA at the nearest homes to the southwest. The worst-case combined operational noise levels would be within the City's 50 dBA residential daytime noise standard that has been described above. Therefore, the operational activities for the Proposed Project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant.

Threshold b) **Would the Project result in generation of excessive ground-borne vibration or ground-borne noise levels?**

Less Than Significant Impact. The Proposed Project would not expose persons to or cause generation of excessive ground-borne vibration or ground-borne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the Proposed Project.

Construction-Related Vibration Impacts

The construction activities for the Proposed Project are anticipated to include the renovation of the majority of buildings on campus that will include limited demolition, site preparation and grading, building renovations, paving of the hardscaped areas, and application of architectural coatings. Vibration impacts from construction activities associated with the Proposed Project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the Project site are residents at the multi-family homes located adjacent to the west side of the southern portion of the Project site that are as near as 12 feet west of the School.

Section 8.80.200(G) of the City's Municipal Code limits vibration impacts to the nearby single-family homes to 0.001 g's in the frequency range of 0 to 30 hertz and 0.003 g's in the frequency range of 30 to 100 hertz. The acceleration of gravity (g), which is 32.2 feet per second, can be converted into PPV by multiplying 0.001 g's by 32.2 and then converting to inch per second, which results in a threshold of 0.386 inch per second PPV.

The primary source of vibration during construction would be from the operation of a bulldozer. From Table J in Appendix E, a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest homes (12 feet away) would be 0.20 inch per second PPV. The vibration level at the nearest homes to where heavy off-road equipment would operate would be below the 0.386 inch per second PPV threshold detailed above. Impacts would be less than significant.

Operations-Related Vibration Impacts

The Proposed Project would consist of the transformation of the campus. The ongoing operation of the Proposed Project would not include the ongoing operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the Proposed Project.

Threshold c) **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?**

Less Than Significant Impact. The Proposed Project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Long Beach Airport, which is located approximately 3.1 miles northeast of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Long Beach Airport. A less than significant impact would occur from aircraft noise.

5.5.6 Cumulative Impacts

Cumulative impacts are defined in the CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA

Guidelines Section 15355). Stated in another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines Section 15130 [a][1]).

The analysis of potential cumulative criteria pollutant impacts has been provided in Threshold a above. This analysis found that the Proposed Project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the roadway noise increase thresholds detailed in Table 19. Therefore, the Proposed Project would not result in a substantial permanent increase in ambient noise levels for the cumulative year 2031 conditions. As such, the Proposed Project would create a less than significant cumulative impact to noise, and no mitigation is required.

5.5.7 Mitigation Measures

No mitigation measures are required, as all Project impacts regarding noise are less than significant.

5.5.8 Level of Significance After Mitigation

No mitigation measures are required, as all Project impacts regarding noise are less than significant.

5.6 TRIBAL CULTURAL RESOURCES

This section evaluates the Proposed Project's potential impacts on tribal cultural resources (TCRs). TCRs are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources, or a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant. A cultural landscape that meets these criteria is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be TCRs if they meet these criteria.

Applicable State and local policies related to TCRs are discussed and potential impacts to TCRs are based on coordination and consultation with California Native American tribes that are traditionally and culturally affiliated with the Project site. The consultation process was conducted pursuant to PRC Section 21080.3.

5.6.1 Existing Environmental Setting

In accordance with Section 15063(a) of the CEQA Guidelines, the District prepared a Notice of Preparation (dated February 8th, 2024) that identified the topics to be analyzed in the EIR. In compliance with AB 52 (2014), the District provided formal notification of the Proposed Project on January 31st, 2024, via United States Postal Service (USPS) certified mail to each representative of Native American groups and individuals who may have knowledge of cultural resources in the Project area. The letters can be seen in Appendix F: AB 52 Tribal Consultation. The Tribes had until March 11th, 2024 to respond.

5.6.2 Regulatory Setting

State

AB 52

AB 52, in effect as of July 1, 2015, introduces TCRs as a class of cultural resources and additional considerations relating to Native American consultation into the CEQA. As a general concept, a TCR is similar to the federally defined Traditional Cultural Properties; however, it incorporates consideration of local and state significance and required mitigation under the CEQA. A TCR may be considered significant if included in a local or State register of historical resources; determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1; is a geographically defined cultural landscape that meets one or more of these criteria; or is a historical resource described in PRC Section 21084.1, a unique archaeological resource described in PRC Section 21083.2, or is a nonunique archaeological resource if it conforms with the above criteria.

Native American Historic Resource Protection Act

State law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains. In addition, the Native American Historic Resource Protection Act (PRC Section 5097 et seq.) makes it a misdemeanor punishable

by up to one year in jail to deface or destroy a Native American historic or cultural site that is listed or may be eligible for listing in the CRHR.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA; 25 U.S.C., Chapter 32), enacted in 2001, requires all State agencies and museums that receive State funding and that have possession or control over collections of human remains or cultural items, as defined, to complete an inventory and summary of these remains and items on or before January 1, 2003, with certain exceptions. The NAGPRA also provides a process for the identification and repatriation of these items to the appropriate tribes.

California Health and Safety Code Section 7050.5

California law protects Native American burials, skeletal remains, and associated grave goods, regardless of their antiquity, and provides for the sensitive treatment and disposition of those remains. California Health and Safety Code Section 7050.5 requires that if human remains are discovered in any place other than a dedicated cemetery, no further disturbance or excavation of the site or nearby area reasonably suspected to contain human remains can occur until the County Coroner has examined the remains (Section 7050.5b). If the coroner determines or has reason to believe that the remains are those of a Native American, the coroner must contact the NAHC within 24 hours (Section 7050.5c). The NAHC will notify the MLD and with the permission of the landowner, the MLD may inspect the site of discovery. The inspection must be completed within 24 hours of notification of the MLD by the NAHC. The MLD may recommend means of treating or disposing of, with appropriate dignity, the human remains and items associated with Native Americans.

5.6.3 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the County utilizes the State CEQA Guidelines Appendix G Checklist. Appendix G states that a project may be deemed to have an impact on TCRs if it would:

Threshold a) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:**

(i) **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k), or resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth is subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.**

5.6.4 Methodology

The District sent out AB52 letters to the Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrieleño Band of Mission Indians-Kizh Nation, and the Torres-Martinez Desert Cahuilla Indians on January 31st, 2024. None of the tribes requested formal consultation.

Chambers Group conducted a field Survey on November 22, 2023. The Survey was conducted by Cultural Resource Specialist Kellie Kandybowicz. The District's Development and Planning Assistant Project Manager Vanessa Ramirez was also present for the site visit. The Survey was performed by conducting a visual inspection of the Proposed Project site as it pertains to the proposed Project design plans. This was done by walking the Project site starting at the survey in the grass-covered field, parallel to W 15th Street, from Cedar Avenue to Pacific Avenue. Where soil was present, the area was thoroughly inspected for visible signs of cultural resources. The landscaped areas along the perimeter and in the interior of the school were inspected for evidence of historical resources. Also inspected was the south end of the Proposed Project site where residences and an asphalt-paved parking lot are currently located. The Survey was completed as required, providing a full visual inspection of the existing built environment of the Proposed Project site, and inspection of the conditions present at time of the survey.

5.6.5 Project Impact Analysis

Threshold a) **Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place or object with cultural value to a California Native American tribe, and that is:**

(i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as define in Public Resources Code Section 5020.1(k), or

On August 20, 2023, Chambers Group received the results of the paleontological records search from the NHMLA. The results showed that no fossil localities lie directly within the Project site, however, there are fossil localities documented nearby from the same sedimentary deposit that underlays the Project site, either at the surface or at depth (Chambers Group 2024). The records search covered only the records of the NHMLA. Based on the available information, the paleontological sensitivity could be considered low to moderate in the overall area considering the fossil localities recorded within the study area surrounding the Project site, and the existence of similar fossil-bearing geologic units mapped underlying the Project site.

The Survey resulted in no new cultural resources observed or recorded within the Proposed Project site. Visibility over the Proposed Project site was largely obscured by the existing built environment and maintained landscaped areas.

The northern end of the Project site presently contains an open field and was subject to visual inspection involving east-west transects in 10-meter intervals. Soils consisted of highly compacted medium brown sandy loamy clay. Landscaped areas along the perimeter of the east and west sides of the school, and the open area in the interior of the surrounding buildings, were well-maintained and allowed for minimal ground surface visibility. Unobscured soil visibility within the Project site was approximately 10 percent.

Given the historic age of the original Washington Middle School development, there is potential that cultural resource surface deposits may be present underlying the existing development. Thus, it remains undetermined if cultural resources are present within the Proposed Project site at subsurface depths which may be disturbed by the Proposed Project. Therefore, impacts to TCRs would be less than significant.

(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth is subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

Although background research and Survey has been completed with no new resources identified, as noted above, soil surface visibility was almost entirely impeded by existing development. Based on the limited ground surface visibility, the historic nature of the Washington Middle School structures, and the existence of previously recorded prehistoric and historic resources within the half-mile study area around the Proposed Project site, undocumented resources still have the potential to be discovered in or near the Project site. No tribes that were contacted requested consultation; therefore, impacts would be less than significant.

5.6.6 Cumulative Impacts

Cumulative impacts are defined in the CEQA as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts" (CEQA Guidelines Section 15355). Stated in another way, "a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts" (CEQA Guidelines Section 15130 [a][1]).

The analysis found that no archaeological resources exist on-site. As such, the Proposed Project would create a less than significant cumulative impact to Tribal Cultural Resources.

5.6.7 Mitigation Measures

No mitigation measures were required, as all Project impacts regarding tribal cultural resources are less than significant.

5.6.8 Level of Significance After Mitigation

No mitigation measures were required, as all Project impacts regarding tribal cultural resources are less than significant.

5.7 TRANSPORTATION

This section discusses the potential traffic impacts that would occur in association with implementation of the proposed Project due to Project construction and operational traffic. Information contained in this section is summarized from the Transportation Impact Analysis (TIA), included in Appendix G.

5.7.1 Existing Environmental Setting

Regional Setting

The City's transportation system provides mobility for Long Beach residents and workers, students, shoppers, and visitors. In October 2013, the City adopted a new Mobility Element to plan for improving the way people, goods, and resources move from place to place. This effort represents the culmination of extensive community meetings and stakeholder discussions over the past five years.

The Mobility Element addresses all modes of travel, including walking, biking, riding transit, and driving; and discusses other hot topics such as land use, parking, and environmental impacts. The Mobility Element serves as a 20-year guide for future decision making by establishing a vision with goals, strategies, and policies to outline the structure of the City's existing and ensuing multimodal transportation means. More than just improving mobility, the plan is about enhancing the quality of life for today's generation, as well as generations to come. It's also about opportunity, choice, and convenience in making the region safer, more affordable, and more livable.

Existing Street Network

Cedar Avenue: Cedar Avenue provides a north-south connection and access to W 14th and W 15th Street. Cedar Avenue is designated as a Major Collector in the Caltrans Functional Classification System. In the project vicinity, Cedar Avenue consists of one lane per direction. The road is divided by jersey barriers at W 14th Street that prevent traffic from passing directly through. The posted speed limit is 25 mph. There is angled parking on the southbound side and parallel parking on the northbound side. There is a designated loading zone with parking restrictions during school days in front of the school on the northbound side. Sidewalks exist on both sides with crosswalks at intersections.

Pacific Avenue: Pacific Avenue provides north-south connectivity through the area. Pacific Avenue is designated as a Minor Arterial between its intersection with Interstate 405 and W Ocean Avenue in the Caltrans Functional Classification System. In the project vicinity, it has two lanes per direction with a two-way left turn lane. There are two traffic lit intersections within the vicinity of the Project site. One is with the eastern portion of W 15th Street, which contains a dedicated southbound left turn lane, and the other is with W 14th Street, which contains dedicated northbound and southbound left turn lanes. Pacific Avenue has a posted speed limit of 25 mph in the vicinity of the school when children are present, and parking is permitted on both sides. Sidewalks are provided on both sides. A number of Long Beach Transit and Torrance Transit routes run along Pacific Avenue within the project site vicinity.

W 15th Street: W 15th Street is a local street that provides east-west connectivity through the community at the northern end of the project site. It has one lane per direction. There are sidewalks on both sides and yellow crosswalks at the intersection with Pacific Avenue. The speed limit is 25 mph and parking is allowed on both sides.

W 14th Street: W 14th Street is a local street that provides east-west connectivity through the community at the southern end of the project site. It has one lane per direction, separated by a park in the median. Jersey barriers have been set up at the intersection with Cedar Ave to make the park continuous through that intersection. The speed limit on W 14th Street is 25 mph. Sidewalks are provided on both sides with yellow ladder crosswalks at the intersections with Cedar Avenue and Pacific Avenue. There is parallel on-street parking on each side of the street.

Multimodal Facilities

Pedestrian Facilities: Roadways in the project vicinity generally have sidewalks on both sides of the street. The intersections in the immediate vicinity of the school have yellow crosswalks with curb ramps allowing for ease of access. The crosswalks on W 14th Street adjacent to the school are yellow ladder-style, while the crosswalks on W 15th Street consist of simple yellow lines. On Pacific Avenue, the intersections at W 15th Street and W 14th Street are signalized, while further north at W 16th Street, there is a rectangular rapid flashing beacon (RRFB) at the crosswalk, supplemented by crosswalk signs.

Bicycle Facilities: The segment of Pacific Avenue located in the vicinity of the Project site is classified as a Class III bike route; there are sharrows painted on the pavement of the no. 2 lane at intervals of about 200 feet. It is also the location of a funded bikeway project for a future Class IV separated bike lane between W Pacific Coast Highway and W Ocean Boulevard.

Transit Routes: The project site is served by the following bus lines within a 0.5-mile radius. A map of bus lines and stops that serve the project site within a 0.5-mile radius is shown in Exhibit 5.

- **Los Angeles Metro:** Routes 60 and 232
- **Long Beach Transit:** Routes 41, 45, 46, 51, 172, 173, 174, 181, 182, 191, and 192
- **Torrance Transit:** Lines 3 and Rapid 3

In addition to the above bus lines, the Los Angeles Metro A Line provides rail service near the project site along Long Beach Boulevard. The Pacific Coast Highway and Anaheim Street stations are each approximately half a mile from the school via the existing sidewalk network. A map with their proximity to the site is shown in Exhibit 6**.**

Traffic Study Areas

The following is a list and brief description of the roadways that would be utilized for access to the Project site during construction and subsequent operational activities:

- W 15th Street / Cedar Avenue
- W 14th Street/ Cedar Avenue

5.7.2 <u>Regulatory Setting</u>

State

Level of Service (LOS) and Vehicle Miles Traveled

LOS is a professional industry standard by which the operating conditions of a given roadway segment or intersection are measured. LOS ranges from A through F, where LOS A represents the best operating conditions and LOS F represents the worst operating conditions. LOS A facilities are characterized as having free-flowing traffic conditions with no restrictions on maneuvering or operating speeds; traffic volumes are low and travel speeds are high. LOS F facilities are characterized as having forced flow with many stoppages and low operating needs. Additionally, with the growth of Imperial County, transportation management and systems management will be necessary to preserve and increase roadway "capacity." LOS standards are used to assess the performance of a street or highway system and the capacity of a roadway.

On December 28, 2018, the CNRA adopted revised CEQA Guidelines. Among the changes to the guidelines was the removal of vehicle delay and LOS from consideration for transportation impacts under the CEQA. Beginning July 1, 2020, as required in CEQA section 15064.3, transportation impacts are to be evaluated based on the vehicle miles of travel associated with a project.

California Department of Transportation

Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides inter-city rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Specifically, Caltrans is responsible for the design, construction, maintenance, and operation of the California State Highway System. As it relates to the Proposed Project and potential construction access routes, Caltrans is responsible for maintaining and managing Highway 111.

A project is considered to have a significant impact on Caltrans facilities if the new project traffic has decreased the operations of surrounding roadways by a defined threshold. If the project exceeds the thresholds addressed in Table 22, then the project may be considered to have a significant project impact. A feasible mitigation measure will need to be identified to return the impact within the thresholds (pre-project + allowable increase) or the impact will be considered significant and unmitigated when affecting any state highway facilities.

Table 22: Intersection LOS & Delay Ranges

Level of Service	Delay (seconds/vehicle)
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	≥ 80

Regional

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

On April 7, 2016, the SCAG adopted the 2016-2040 RTP/SCS (SCAG 2016). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It receives input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The RTP/SCS demonstrates how the region will reduce emissions from transportation sources to comply with SB 375 and meet the NAAQS set forth by the Clean Air Act.

The updated RTP/SCS contains thousands of individual transportation projects that aim to improve the region's mobility and air quality and revitalize the economy. Since adoption of the RTP/SCS, the county transportation commissions have identified new project priorities and have experienced technical changes that are time sensitive. Additionally, the new amendments for the plan have outlined minor modifications to project scopes, costs, and/or funding and updates to completion years. The amendments to the RTP/SCS do not change any other policies, programs, or projects in the plan.

Local

City of Long Beach General Plan

The Mobility Element identifies the location and extent of transportation routes and facilities. Table 23 analyzes the consistency of the Project with specific policies contained in the General Plan associated with transportation and traffic.

Table 23: General Plan Consistency

General Plan Policies	Consistency with General Plan	Analysis
MOP Policy 4-1: Consider effects on overall mobility and various travel modes when evaluating transportation impacts of new developments or infrastructure projects.	**Yes**	**The Traffic Impact Study analyzed the Proposed Projects impacts to mobility and determined there would be no impacts to transportation.**
MOP Policy 4-2: Support reevaluation of the City's Level of Service (LOS) policies for motor vehicle circulation to ensure efficient traffic flow and balance multimodal mobility goals	**Yes**	**The Traffic Impact Study analyzed the Proposed Projects impacts to mobility and determined there would be no impacts to transportation. LOS policies were used in the study.**
MOP Policy 6-1: Match parking policies to land use and mobility goals	**Yes**	**The Proposed Project includes upgrading and improving parking and improvements to student drop off.**

5.7.3 Thresholds of Significance

In order to assist in determining whether a project would have a significant effect on the environment, the County utilizes the State CEQA Guidelines Appendix G Checklist. Appendix G states that a project may be deemed to have an impact on transportation if it would:

Threshold b) **Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).**

Please refer to Section 7.1: Effects Found Not to Be Significant for an evaluation of those topics that were determined to be less than significant or have no impact and do not require further analysis in the EIR.

5.7.4 Methodology

The study area intersections were identified as part of the scoping memo and approved by the District in September 2023. The study area reflects the access routes to and from the Project site connecting the project adjacent neighborhoods and major roads. The following intersections were identified for the study purpose:

- W 15th Street / Cedar Avenue
- W 14th Street/ Cedar Avenue

Both study intersections are unsignalized and stop-controlled. The study area intersections were evaluated during the AM and PM hours.

5.7.5 Project Impact Analysis

Threshold b) **Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?**

Less Than Significant Impact. In 2013, the State Legislature adopted SB 743, a measure requiring all California cities to change long-standing methods for analyzing transportation-related impacts of projects. The City of Long Beach has approved guidelines for analyzing the traffic and circulation impacts under SB 743 in June 2020 (City 2020).

The Traffic Impact Analysis (Appendix G) prepared for the proposed Project determined that the Project can be screened out for VMT analysis based on its proximity to transit stops and the number of daily trips generated as per the City of Long Beach Traffic Impact Analysis Guidelines (Appendix G). Therefore, a VMT analysis is not necessary and the Proposed Project would not conflict with CEQA Guidelines section 15064.3 subdivision (b). Impacts would be less than significant.

5.7.6 Cumulative Impacts

Cumulative impacts are defined in the CEQA as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts” (CEQA Guidelines Section 15355). Stated in another way, “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts” (CEQA Guidelines Section 15130 [a][1]).

The Traffic Impact Assessment analyzed cumulative projects in close proximity to the Project site that are reasonably expected to be in place by the Proposed Projects opening year. As of the project's opening year, other projects within a 1-mile radius of Washington Middle School are expected to generate an additional 10,533 daily trips. Per the City of Long Beach Development Projects Map, this includes all projects that are currently in the pending, approved, recorded, or constructed stages but are not yet operational. The cumulative trips, when distributed, appear to include a negligible number of trips that may use the study intersections.

5.7.7 Mitigation Measures

No mitigation measures were required, as all Project impacts regarding transportation are less than significant.

Level of Significance After Mitigation

No mitigation measures were required, as all Project impacts regarding transportation are less than significant.

CHAPTER 6.0 – ALTERNATIVES ANALYSIS

6.1 INTRODUCTION AND OVERVIEW

CEQA requires that an EIR describe a range of reasonable alternatives to the Proposed Project, or to the location of the Proposed Project, which could feasibly avoid or lessen any significant environmental impacts while substantially attaining the basic objectives of the project. An EIR should also evaluate the comparative merits of the alternatives. This chapter describes potential alternatives to the Proposed Project that were considered, identifies alternatives that were eliminated from further consideration and reasons for dismissal, and analyzes available alternatives in comparison to the potential environmental impacts associated with the Proposed Project.

Key provisions of the CEQA Guidelines (§15126.6) pertaining to the alternatives analysis are summarized below:

- The discussion of alternatives shall focus on alternatives to the Proposed Project or its location that are capable of avoiding or substantially lessening any significant effects of the Proposed Project, even if these alternatives would impede to some degree the attainment of the Proposed Project objectives or would be more costly.
- The No Project Alternative shall be evaluated along with its impact. The No Project analysis shall discuss the existing conditions at the time the Notice of Preparation is published. Additionally, the analysis shall discuss what would be reasonably expected to occur in the foreseeable future if the Proposed Project were not approved, based on current plans and consistent with available infrastructure and community services.
- The range of alternatives required in an EIR is governed by a “rule of reason”; therefore, the EIR must evaluate only those alternatives necessary to permit a reasoned choice. Alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the Proposed Project.
- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the Proposed Project need to be considered for inclusion in the EIR.
- An EIR need not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative.

The range of feasible alternatives is selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan contingency, regulatory limitation, jurisdictional boundaries, and whether the proponent could reasonably acquire, control, or otherwise have access to the alternative site. An EIR need not consider an alternative whose effects cannot be reasonably identified, whose implementation is remote or speculative, and that would not achieve the basic Project Objectives.

6.2 PROJECT OBJECTIVES

The Project has the following objectives:

- Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.
- Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.
- Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements; meet fire and life safety standards; and improve one-site building conditions and utilities.

6.3 ALTERNATIVES CONSIDERED BUT REJECTED

Several alternatives could be considered for the Project which address the Project size or development of a similar project elsewhere in the Project area. A range of alternatives that are "reasonable" for analysis have been defined by LBUSD and are discussed below in Section 6.4, Alternatives Analyzed. The following section describes alternatives or alternative concepts that were given consideration but rejected from further analysis in the EIR due to their infeasibility.

6.3.1 Keep Exterior Facade and Lobby

This alternative includes keeping the exterior façade and lobby of Building A rather than demolishing it entirely. The building and campus have important examples of WPA/PWA artwork on the exterior, in addition to the elaborate lobby in Building A. The purpose of this alternative is to keep the historic integrity of the building while meeting the project objectives. This alternative is considered unfeasible due to the substantial costs associated with the construction. The Applicant would incur these significant costs, which would result in a financially infeasible project.

6.3.2 Keep Original Lobby Only

This alternative includes keeping the original lobby only and demolishing the rest of the building. The purpose of this alternative is to keep some of the original integrity of the building while meeting the projects objectives. This alternative is considered unfeasible due to the substantial costs associated with the construction. The Applicant would incur these significant costs, which would result in a financially infeasible project.

6.4 ALTERNATIVES ANALYZED

In accordance with CEQA Guidelines Section 15126.6(d), each alternative is evaluated in sufficient detail to determine whether the overall environmental impacts would be less, similar, or greater than the corresponding impacts of the Project. Furthermore, each alternative is evaluated to determine whether the Project objectives would be substantially attained by the alternative.

6.4.1 No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires analysis of a No Project alternative that (1) discusses existing site conditions at the time the NOP is prepared or the Draft EIR is commenced and (2) analyzes what is reasonably expected to occur in the foreseeable future based on current plans if the Project were not approved. Potential effects for the No Project Alternative were compared to the environmental topics that were analyzed as a part of this Draft EIR.

Aesthetics

Aesthetic impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. Although the Proposed Project involves the construction of three new permanent buildings, the buildings would be consistent with the original design of Washington Middle School. No maintenance of improvement could result in long term deterioration.

Agricultural and Forestry Resources

Agricultural and forestry resource impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Project site is not located in an agricultural or forested area and no impacts to agricultural and forestry resources would occur.

Air Quality

Air quality impacts from construction would be reduced under the No Project Alternative compared to the Proposed Project; the No Project Alternative would not involve construction. Operational air quality impacts would be less efficient under the No Project Alternative. The Project would install upgraded a efficient technology that would result in less impacts regarding air quality than the No Project Alternative.

Biological Resources

Biological resource impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The site is developed and no sensitive habitat exists on-site, therefore, no impacts to biological resources would occur.

Cultural Resources

Adverse cultural resource impacts would be avoided under the No Project Alternative. This alternative would not result in any-ground disturbing activities that might result in unearthing of human remains or archaeological resources. Additionally, the No Project Alternative would not result in the alteration of a historical resource as defined under CEQA. The No Project Alternative would avoid cultural resources impacts compared to the Proposed Project, because the Project site would not be altered in a way that would change its historical resource status. This alternative would not result in the demolition of a listed historic resource that is considered significant to a California Native American Tribe. As a result, no significant unavoidable impacts would occur to tribal cultural resources. This alternative is considered environmentally superior to the Proposed Project with respect to cultural resources.

Energy

The No Project Alternative would result in greater impacts associated with energy resources compared to the Proposed Project due to the outdated technologies installed in the school. The Proposed Project

would install more efficient technologies that will contribute to a more efficient consumption of energy. As a result, operational impacts would be greater than the Proposed Project impacts.

Geology and Soils

Impacts to geology and soils associated with the No Project Alternative would result in the same impacts as the Proposed Project. Although the Project site is in a seismically active region in Southern California, it is not located within a designated Alquist-Priolo special Study Zone. The No Project Alternative would not include interior and exterior upgrades. Therefore, a less than significant impact would occur.

GHG Emissions

GHG Emission impacts from construction would be reduced under the No Project Alternative, however GHG emissions from operations would rise under the No Project Alternative because of inefficient and outdated equipment. The Proposed Project plans to upgrade technologies that are more energy efficient, which would result in less GHG emissions overall.

Hazards and Hazardous Materials

Impacts to hazards and hazardous materials would be avoided under the No Project Alternative. This alternative would not result in potentially significant impacts that could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Hydrology and Water Quality

Hydrology and Water Quality impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. No ground disturbing activities would occur and there would not be a change in student or staff population. Therefore, no impacts would occur.

Land Use Planning

Land Use Planning impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The site would remain a school and the Project would not change the land uses currently existing at the site or create an incompatible use.

Mineral Resources

Mineral Resource impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. There are no proposed mineral extraction areas. Therefore, no impacts would occur.

Noise

Noise impacts associated with the No Project Alternative would be reduced compared to the Proposed Project. The No Project Alternative would not result in construction noise or noise associated with traffic during construction. The Proposed Project involves the modernization of Washington Middle School, including the demolition of six buildings and the construction of three new permanent buildings, a parking

structure, courtyard, and turf field. The No Project Alternative would have substantially reduced noise impacts associated with construction. Operational noise volumes would remain the same.

Population and Housing

Population and housing impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project is not expected to increase student or faculty capacity.

Public Services

Public services impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project site would remain a school and the same public services would continually service the site, therefore no impacts associated with public services would occur.

Recreation

Recreation impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. There are no proposed construction or demolition of recreational facilities, therefore, no impacts associated with recreation would occur.

Transportation

Transportation impacts associated with the No Project Alternative would result in the same impact as the Proposed Project. The Proposed Project is not a transportation project, there is no expansion of capacity, and there will be no expansion of average daily trips or VMT impacts.

Tribal Cultural Resources

Tribal Cultural Impacts associated with the No Project Alternative would avoid the need for AB52 consultation with the Tribes. Impacts would be the same as the Proposed Project because no Tribes requested consultation. Therefore, no impacts would occur.

Utilities and Service Systems

Utilities and service system impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project will utilize the existing utilities and services.

Wildfire

Wildfire impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project is not located in a Non-Very High Fire Hazard Safety Zone (VHFHSZ), and the school campus is located in an established and built-out urban community that is at low risk for wildfire.

Conclusion and Relationship to Project Objectives

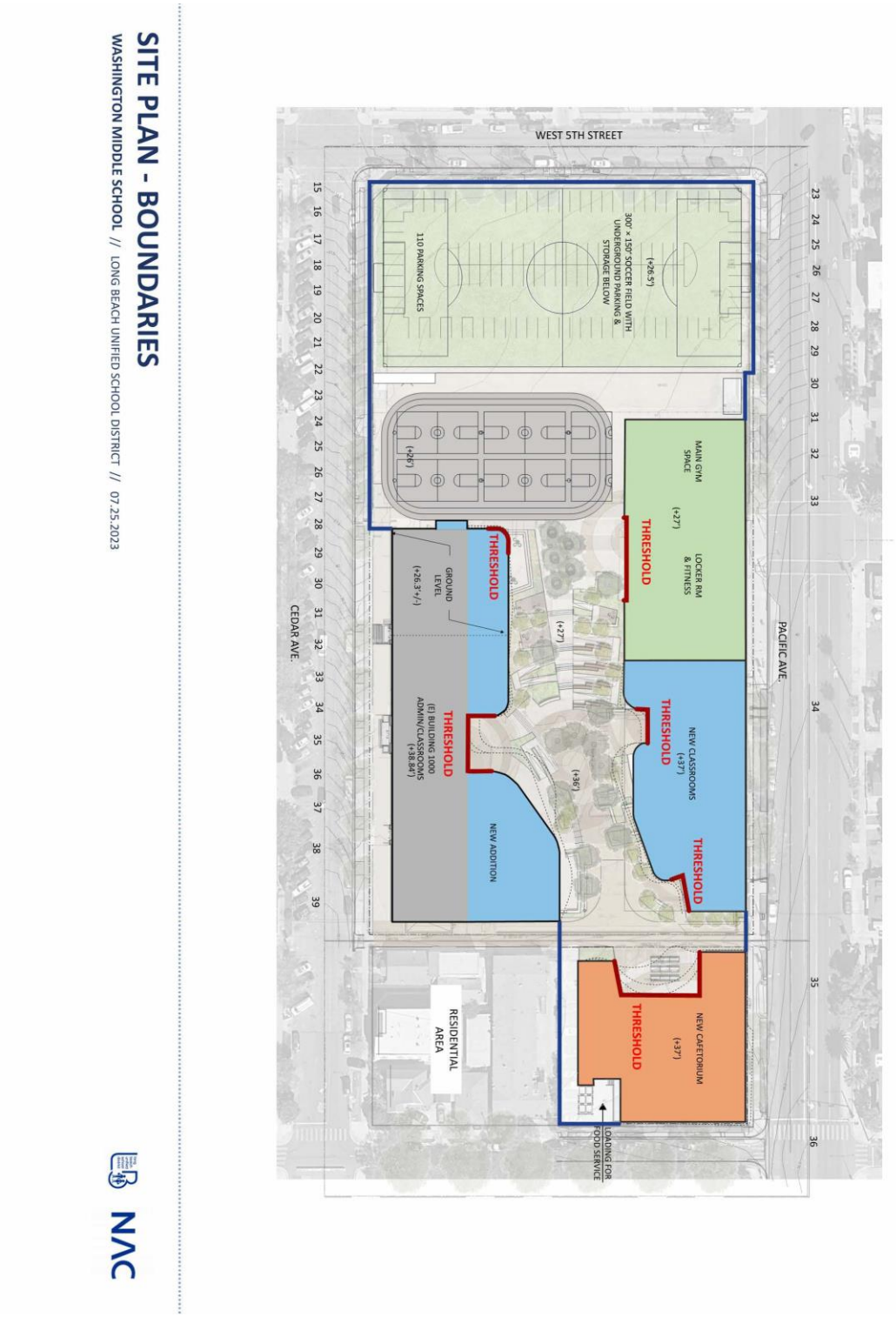
The No Project Alternative would not change existing conditions at the Project site. The No Project Alternative is environmentally superior in the areas of air quality, cultural resources, noise, GHG emissions, hazards and hazardous materials, transportation, and TCRs; however, the No Project Alternative would not contribute to the attainment of any of the Project Objectives identified in Section

3.4 of Chapter 3.0. The No Project Alternative does not help the District meet the objective to support upgrades to aging schools within the District service area, and would not provide improved facilities to improve health, safety, and student achievement.

6.4.2 Project Alternative 1

The Project Alternative 1 would include the original Proposed Project plans; however, the historical administration building (Building A) would not be demolished. Rather, new construction would expand from the building into the center of campus (Figure 4). The construction of this alternative would not result in a significant impact to historical resources as defined under the CEQA. At the completion of construction, the Project site would include the same amount of square footage as proposed in the original project. The student enrollment and capacity would not increase as a result of this alternative. This alternative is considered unfeasible due to the substantial costs associated with expanding the building while keeping the original structure. The Applicant would incur these significant costs, which would result in a financially infeasible project.

Figure 4: Project Alternative 1 Site 1



Aesthetics

Aesthetic impacts associated with the Project Alternative 1 would result in the same impacts as the Proposed Project. Although the Proposed Project involves the construction of three new permanent buildings, the buildings would be consistent with the original design of Washington Middle School. The Proposed Project site currently contains security lighting, parking lighting, indoor lighting, and adjacent street lighting. Lighting at the Proposed Project site is installed to minimize glare for pedestrians and drivers and to minimize spillover light. The District applies design standards that avoid any impacts that adversely affect day or nighttime views, such as window shades and glare shields. The Proposed Project would provide new indoor lighting and outdoor lighting; however, it would be installed to minimize glare for pedestrians and drivers and to minimize spillover light. Additionally, the Proposed Project would not alter the facade or exterior finish of existing buildings, or install materials in new buildings, in a way that increases glare on the Proposed Project site.

Agricultural and Forestry Resources

Agricultural and forestry resource impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. No impacts to agricultural and forestry resources would occur.

Air Quality

Air quality impacts from construction would be reduced under the No Project Alternative compared to the Proposed Project; the No Project Alternative would not involve construction and there would be no demolition. Operational air quality impacts would be less efficient under the No Project Alternative. The Project would install upgraded efficient technology that would result in less impacts regarding air quality than the Proposed Project.

Biological Resources

Biological resource impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. No impacts to biological resources would occur.

Cultural Resources

Cultural resources impacts would be reduced under the Project Alternative 1 since Building 1000 would not be demolished and no impacts to cultural resources would occur. The Project Alternative 1 Alternative would not result in the alteration of a historical resource as defined under the CEQA. The Project Alternative 1 would have reduced cultural resources impacts compared to the Proposed Project and would not result in a significant unavoidable adverse impact.

Energy

The No Project Alternative would result in greater impacts associated with energy resources compared to the Proposed Project, due to the outdated technologies installed in the school. The Proposed Project would install more efficient technologies that will contribute to a more efficient consumption of energy. As a result, operational impacts would be greater than the Proposed Project impacts.

Geology and Soils

Geology and soils impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project.

GHG Emissions

GHG Emission impacts from construction would be reduced under the No Project Alternative, however GHG emissions from operations would rise under the No Project Alternative. The Proposed Project plans to upgrade technologies that are more energy efficient, which would result in less GHG emissions overall.

Hazards and Hazardous Materials

Impacts to hazards and hazardous materials would be avoided under the No Project Alternative. This alternative would not result in potentially significant impacts that could create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, or emit hazardous emissions, or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Hydrology and Water Quality

Hydrology and Water Quality impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project.

Land Use Planning

Land Use Planning impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The site would remain a school and the Project would not change the land uses currently existing at the site, or create an incompatible use.

Mineral Resources

Mineral Resource impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project.

Noise

Noise impacts associated with the No Project Alternative would be reduced compared to the Proposed Project. The No Project Alternative would not result in construction noise or noise associated with traffic. Compared to the Proposed Project, which involves the modernization of Washington Middle School, including the demolition of six buildings and the construction of three new permanent buildings, a parking structure, courtyard, and turf field. The No Project Alternative would have substantially reduced noise impacts.

Population and Housing

Population and housing impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project is not expected to increase student or faculty capacity.

Public Services

Public services impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project site would remain a school, and no impacts associated with public services would occur.

Recreation

Recreation impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. No impacts associated with recreation would occur.

Transportation

Transportation impacts associated with the No Project Alternative would result in the same impact as the Proposed Project. The Proposed Project is not a transportation project, there is no expansion of capacity, and there will be no expansion of average daily trips or VMT impacts.

Tribal Cultural Resources

Adverse TCR impacts would be avoided under the No Project Alternative. This alternative would not result in the demolition of a listed historic resource that is considered significant to a California Native American Tribe. As a result, no significant unavoidable impacts would occur to tribal cultural resources. This alternative is considered environmentally superior to the Proposed Project with respect to cultural resources.

Utilities and Service Systems

Utilities and service system impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project will utilize the existing utilities and services.

Wildfire

Wildfire impacts associated with the No Project Alternative would result in the same impacts as the Proposed Project. The Proposed Project is not located in a VHFHSZ, and the school campus is located in an established and built-out urban community that is at low risk for wildfire.

Conclusion and Relationship to Project Objectives

The No Project Alternative would not change existing conditions at the Project site. The No Project Alternative is environmentally superior in the areas of air quality, cultural resources, noise, GHG emissions, hazards and hazardous materials, transportation, and TCRs; however, the No Project Alternative would not contribute to the attainment of any of the Project Objectives identified in Section 3.4 of Chapter 3.0. The No Project Alternative does not help the District meet the objective to support upgrades to aging schools within the District. Additionally, the No Project Alternative does not help the Washington Middle School specific objectives to better student health, safety, and achievement.

Table 24: Comparison of Alternatives – Project Objectives

Project Objectives	Ability of Alternatives to Meet Project Objectives	
	Alternative 1	No Project Alternative
Objective 1: Health: Upgrade air-conditioning equipment with modern, energy-efficient systems to	Yes (to a lesser degree)	No

Project Objectives	Ability of Alternatives to Meet Project Objectives	
	Alternative 1	No Project Alternative
improve classroom conditions and prevent class cancellations due to overheated classrooms.		
Objective 2: Safety: Improvements to indoor and outdoor areas include upgrades to fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.	Yes (to a lesser degree)	No
Objective 3: Student achievement: Upgrade outdates buildings and transform campus to provide more appropriate classroom sizes, meet ADA requirements, meet fire and life safety standards, and improve on-site building conditions and utilities.	Yes (to a lesser degree)	No

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As previously discussed, only one alternative was considered feasible and analyzed in this analysis. A comparison of the Project's impacts, Alternative, and the No Project Alternative impacts is shown in Table 25.

Table 25: Comparison of Environmental Issues

Environmental Issue Area	Project	Alternative 1	No Project Alternative
Aesthetics	LTS	LTS	No Impact
Agriculture and Forestry Resources	LTS	LTS	No Impact
Air Quality	LTS	LTS	No Impact
Biological Resources	LTS	LTS	No Impact
Cultural Resources	Significant/Unavoidable	LTS	No Impact
Energy	LTS	LTS	No Impact
Geology and Soils	LTS	LTS	No Impact
Greenhouse Gas	LTS	LTS	No Impact
Hazards and Hazardous Materials	LTS	LTS	No Impact
Hydrology and Water Quality	LTS	LTS	No Impact
Land Use and Planning	LTS	LTS	No Impact
Mineral Resources	LTS	LTS	No Impact
Noise	LTS	LTS	No Impact
Population and Housing	LTS	LTS	No Impact
Public Services	LTS	LTS	No Impact

Table 25: Comparison of Environmental Issues

Environmental Issue Area	Project	Alternative 1	No Project Alternative
Recreation	LTS	LTS	No Impact
Transportation	LTS	LTS	No Impact
Tribal Cultural Resources	LTS	LTS	No Impact
Utilities and Service Systems	LTS	LTS	No Impact
Wildlife	LTS	LTS	No Impact

CHAPTER 7.0 – OTHER CEQA CONSIDERATIONS

This chapter presents the evaluation of other types of environmental impacts required by the CEQA that are not covered within the other chapters of this Draft EIR. The other CEQA considerations include effects found not to be significant, irreversible environmental changes, growth-inducing impacts, and significant and unavoidable adverse impacts.

7.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

The IS for the Proposed Project, completed in February 2024, is included in Appendix A. The IS determined that the Proposed Project would result in no impact or less than significant impacts to 14 of the 20 environmental issue areas. The IS for the Proposed Project discusses why the Project would have no impact or less than significant impacts for these issue areas, which are subsequently not discussed in detail in this Draft EIR. The issue areas determined to have no impact or less than significant impact in the IS analysis include the following:

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Hazards/Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Population/Housing
- Public Services
- Recreation
- Transportation
- Utilities/ Service Systems
- Wildfire
- Mandatory Findings of Significance

This section includes information from the Initial Study that was prepared by Chambers Group in February 2024, which can be found in Appendix A. In addition to the environmental impact thresholds analyzed in detail in this EIR, the LBUSD has determined through the preparation of an Initial Study that the development and operation of the Project would not result in potentially significant impacts to the environmental impact topics discussed below. Section 15128 of the CEQA Guidelines requires a brief description of any possible significant effects that were determined not to be significant and were not analyzed in detail within the environmental analysis. Therefore, this section has been included in this Draft EIR as required by the CEQA.

The discussion below presents the analysis of the effects related to resource area 1, 2, 3, 4, etc. not found to be significant. Any thresholds or topics not addressed in this section are addressed in Section 5.0: Environmental Impact Analysis of this Draft EIR.

7.1.1 Aesthetics

Threshold a) Would the Project have a substantial adverse effect on a scenic vista?

No Impact. The Proposed Project site is bound by W 15th Street to the north, Pacific Avenue to the east, W 14th Street to the south, and Cedar Avenue to the west. Potential scenic vistas in the vicinity of the Proposed Project site include views of the Pacific Ocean to the southeast, south, and southwest, and mountain views of the San Gabriel Mountains to the north and the Saddleback Mountains to the east. However, the surrounding area is heavily developed, and views of these scenic vistas are limited. The area surrounding the Proposed Project site has been developed since the early twentieth century, and Washington Middle School has existed on the current site since 1935; the school was expanded in 1957 (LBUSD 2017a). Therefore, implementation of the Proposed Project would not result in an impact associated with scenic vistas. No further analysis is required.

Threshold b) Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The Proposed Project site is approximately 0.4 mile south from California State Highway 1. Although parts of California State Highway 1 are classified as eligible for state scenic highway designation, the portion of Highway 1 nearest the Proposed Project site is not designated or eligible for listing as a scenic highway. The Proposed Project site is not visible from the nearest section that is eligible or officially designated (Caltrans 2018). Therefore, implementation of the Proposed Project would not result in an impact associated with scenic resources within a scenic highway. No further analysis is required.

Threshold c) Would the Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. Implementation of the Proposed Project includes demolition and addition of new buildings, facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field. The area surrounding the Proposed Project site is designated as Residential. The visual character of the Proposed Project site would be slightly altered; however, the proposed new buildings will be designed and constructed in a way consistent with the existing architecture of the Proposed Project site. The Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings; therefore, implementation of the Proposed Project would result in less than significant impacts associated with visual character or quality. No further analysis is required.

Threshold d) Would the Project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The Proposed Project site currently contains security lighting, parking lighting, indoor lighting, and adjacent street lighting. Lighting at the Proposed Project site is installed to minimize glare for pedestrians and drivers and to minimize spillover light. The District applies design standards that avoid any impacts that adversely affect day or nighttime views, such as window shades and glare shields. The Proposed Project would provide new indoor lighting and outdoor lighting; however, it would be installed to minimize glare for pedestrians and drivers and to minimize spillover light. Additionally, the Proposed Project would not alter the facade or exterior finish of existing buildings, or install materials in new buildings, in a way which increases glare on the Proposed Project site. During construction, the Proposed Project site will include temporary construction lighting, and presence of vehicles transporting equipment. However, these activities would be temporary and not result in permanent, significant impacts. Therefore, implementation of the Proposed Project would result in less than significant impacts associated with new sources of light or glare. No further analysis is required.

7.1.2 Agricultural and Forest Resources

Threshold a) Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Proposed Project site is currently a school, and the project does not propose a change to the land use designation. The Proposed Project site is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program (DOC 2016a); therefore, implementation of the Proposed Project would not result in any impacts associated with the conversion of farmland to non-agricultural use. No further analysis is required.

Threshold b) Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. No areas zoned for agricultural use are on or near the Proposed Project site. Additionally, the City does not include any properties subject to the Williamson Act (DOC 2016b). Therefore, implementation of the Proposed Project would not result in any impacts associated with Williamson Act lands or agricultural zoning. No further analysis is required.

Threshold c) Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The City does not include any forest lands or timberland. Ornamental trees exist on the Proposed Project site; however, Proposed Project activities would not result in any disturbance to the existing ornamental trees on-site. Therefore, implementation of the Proposed Project would not result in any impacts associated with forest land or timberland. No further analysis is required.

Threshold d) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. The City of Long Beach does not include any forest land. Ornamental trees exist on the Proposed Project site; however, Proposed Project activities would not result in any disturbance to the existing ornamental trees on-site. Additionally, implementation of the Proposed Project would not result in any change to land use on the Proposed Project site. Therefore, implementation of the Proposed Project would not result in any impacts associated with forest land or the conversion of forest land to non-forest use. No further analysis is required.

Threshold e) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or the conversion of forest land to non-forest use?

No Impact. The Proposed Project site and surrounding properties do not contain any Farmland Mapping and Monitoring Program Farmland, and the City of Long Beach does not include any forest land. Therefore, implementation of the Proposed Project would not result in any impact associated with conversion of Farmland to non-agricultural use or forest land to non-forest land. No further analysis is required.

7.1.3 Air Quality

Threshold d) Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less than Significant Impact. Individual responses to odor or dust emissions are highly variable and can result in a variety of effects. Generally, the impacts from odor or dust emissions result from a variety of factors such as frequency, intensity, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to the emissions. The intensity refers to an individual's or a group's perception of the odor or dust emissions strength or concentration. The duration of the emissions refers to the elapsed time over which the emissions are experienced by individuals or groups. The offensiveness of the emissions is the subjective rating of the unpleasantness of the odor or dust. The location accounts for the distance between the source of the emission and the individuals or groups affected by the emissions.

Potential sources that may emit odor or dust emissions during construction activities include emissions from demolition and dirt moving activities, diesel equipment emissions, and emissions from building materials that include asphalt pavement, paints, and solvents. The objectionable emissions that may be produced during the construction process would be temporary and would likely not be noticeable for extended periods of time beyond the project site's boundaries. Odor and dust emissions during construction would be short-term in nature and limited to the operational time of the diesel equipment and the amounts of odor producing materials being utilized, which would result in transitory odor and dust emission impacts at the nearby residences; however, it is not anticipated to impact more than 50 percent of the nearby population at any time. Therefore, a less than significant odor and dust emissions impact would occur and no mitigation would be required. No further analysis is required.

7.1.4 Biological Resources

Threshold a) Would the Project have a substantial adverse effect, either directly or through habitat modification, on any species identified as candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less Than Significant Impact. Washington Middle School was first built on the existing property in 1935. Since opening, the campus has expanded, and the property has become more developed. Campus vegetation is limited to ornamental landscaping; no candidate, sensitive, or special status species are expected to exist on or around the middle school. Additionally, the majority of work associated with the Proposed Project would occur in the interior of the existing campus; only minor ground-disturbing activities would occur with during the demolition and construction of existing buildings associated with the transformation. Due to the current amount of development on-site and the limited amount of work occurring away from existing buildings, implementation of the Proposed Project would have a less than significant impact associated with candidate, sensitive, or special status species. No further analysis is required.

Threshold b) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Washington Middle School is an existing campus located in an urbanized area. Campus vegetation is limited to ornamental landscaping. No riparian habitats or other sensitive natural communities are known to exist on the Proposed Project site (USFWS 2018a). Therefore, implementation of the Proposed Project would not result in impacts associated with riparian habitat or other sensitive natural communities. No further analysis is required.

Threshold c) Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Washington Middle School is an existing campus in an urbanized area. Campus vegetation is limited to ornamental landscaping. No wetlands are known to exist on the site (USFWS 2018b). Therefore, implementation of the Proposed Project would not result in an impact associated with wetlands. No further analysis is required.

Threshold d) Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Washington Middle School is an existing campus in an urbanized area. No native resident or migratory fish or wildlife species, established wildlife corridors, or native wildlife nursery sites are known to exist on the Proposed Project site (USFWS 2018a). In addition, the Proposed Project would not result in the removal of any existing trees. Therefore, implementation of the Proposed Project would result in no impact associated with native migratory species or nursery sites. No further analysis is required.

Threshold e) Would the Project conflict with any local policies or ordinance protecting biological resource, such as a tree preservation policy or ordinance?

No Impact. Washington Middle School is an existing campus in an urbanized area, and vegetation is limited to ornamental landscaping. The majority of work will occur on the interior of existing buildings; only minor accessibility upgrades and turf replacement would result in minor ground-disturbing activities. The Long Beach Public Works Department implements Section 14.28 of the Long Beach Municipal Code that focuses on the preservation and protection of Long Beach's urban forests (City 2018). The Proposed Project does not include the removal of any existing trees and, therefore, would not result in an impact associated with any policy or ordinance protecting biological resources. No further analysis is required.

Threshold f) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. Currently, no habitat conservation plans, or natural community conservation plans are adopted for the City of Long Beach or the surrounding area; therefore, implementation of the Proposed Project would not result in impacts associated with an applicable habitat conservation plan or natural community conservation plan. No further analysis is required.

7.1.5 Cultural Resources

Threshold c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

No Impact. Historic and modern maps were reviewed, and no known cemeteries or areas in which human remains are located were found within the Proposed Project area. The Proposed Project site is located in an urbanized area, previously disturbed by past activities. In addition, if any human remains are encountered during construction activities, the District's Construction best management practices (BMPs) related to cultural resources and procedures required by State law will be followed. Further, ground disturbance of any native soils or soils not previously disturbed will not occur as part of the Proposed Project. Therefore, no impacts are expected. No further analysis is required.

7.1.6 Energy

Threshold a) Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less Than Significant Impact. The Proposed Project includes the demolition and construction of buildings located on the Project Site. Construction associated with the Proposed Project would result in a temporary increase in energy consumption due to the energy requirements associated with operating construction equipment. All construction activities would implement BMPs to reduce construction related emissions, which would minimize the energy needed to implement the Proposed Project. The Proposed Project would implement CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Compliance with this regulation would result in condominium buildings that

require less electricity, natural gas, and other fuels for operational purposes. Therefore, the Proposed Project would result in less than significant impacts associated with wasteful or inefficient energy consumption during construction or operation. No further analysis is required.

Threshold b) Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The Proposed Project would comply with CCR Title 24, which regulates the amount of energy consumed by new developments for heating, cooling, ventilation, and lighting. Additionally, the Proposed Project would implement the City-wide strategy of promoting renewable energy sources. Therefore, the Proposed Project would result in less than significant impacts associated with renewable energy or energy efficiency plans. No further analysis is required.

7.1.7 Geology and Soils

Threshold a) Would the Project directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?

Less than Significant Impact. Although the Proposed Project site is located within a seismically active region of southern California, the site is not located within a designated Alquist-Priolo Special Study Zone. The Alquist-Priolo Special Study Zone prevents construction of buildings used for human occupancy on the surface trace of active faults. The nearest designated Alquist-Priolo Earthquake Fault Zone is the Newport-Inglewood Fault Zone, which is approximately 2 miles northeast of the Proposed Project site (CGS 1999). Furthermore, the Proposed Project involves interior and exterior upgrades, including HVAC upgrades and ADA accessibility requirements, consistent with current State and local building and safety codes. The implementation of the Proposed Project would not exacerbate existing conditions at the school or result in risk of loss, injury, or death involving a rupture of a known fault. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with earthquake fault rupture. No further analysis is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. The Proposed Project site is not located within a State of California or Los Angeles County-designated Earthquake Fault Rupture Hazard Zone for active surface faulting (CGS 1999). The Proposed Project involves interior and exterior upgrades, including HVAC upgrades and ADA accessibility requirements, coinciding with current building and safety codes. Therefore, implementation of the Proposed Project would result in a less than significant

impact associated with strong seismic ground-shaking. No further analysis is required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The California Geological Survey (CGS 1999) identifies the northwest portion of the Proposed Project site as located within an area prone to seismically induced liquefaction; however, as noted above in Section 4.6.1 Impact (a) i) and (a) ii), the Proposed Project involves interior and exterior upgrades, including HVAC upgrades and ADA accessibility requirements, coinciding with current building and safety codes. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with seismic induced liquefaction. No further analysis is required.

iv) Landslides?

No Impact. The Proposed Project site is not identified as an area prone to seismically induced landslides, and the relatively flat site does not facilitate landslide potential; therefore, implementation of the Proposed Project would not result in an impact associated with seismically induced landslides. No further analysis is required.

Threshold b) Would the Project result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. The locations of the proposed facility repairs and upgrades and utility upgrades would occur in areas that are currently paved and developed, and would require minor ground disturbing activities. These upgrades, including those occurring within the interior buildings, will not result in soil erosion or the loss of topsoil. The installation of the synthetic turf field, however, would require ground-disturbing activities over the entire existing grass soccer field. The installation of the synthetic field has the potential to result in erosion and loss of topsoil. The City of Long Beach Municipal Separate Storm Sewer System (MS4) Permit provides BMPs for construction sites to reduce sediment loss and soil erosion. Compliance with these BMPs, which include erosion and sediment controls, would reduce soil erosion during ground-disturbing activities. These include, but are not limited to, fiber rolls, gravel bags, and wind erosion controls. As such, the Proposed Project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant. No further analysis is required.

Threshold c) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less Than Significant Impact. The Proposed Project site is located within a seismically active region of southern California, and the CGS identifies the Proposed Project site as located within an area prone to seismically induced liquefaction (CGS 1999); however, the Proposed Project site has been previously graded and developed, and the Proposed Project involves upgrades to existing facilities to satisfy current earthquake standards. Facility upgrades would conform to current building and seismic safety codes as required by the California Building Code and California Department of Education. Therefore,

implementation of the Proposed Project would result in less than significant impacts associated with off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No further analysis is required.

Threshold d) Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less than Significant Impact. The Proposed Project site has been previously graded and developed. The United States Department of Agriculture (USDA) classifies the landform underlying the Proposed Project site as urban land with areas classified as loam to fine sandy loam (USDA 2018). The native materials are capped locally by artificial fill, where previously existing natural grades have been modified as part of urbanization. Due to a lack of clay content in soils underlying the Proposed Project site and previous grading and development on-site, it is unlikely that the Proposed Project site contains expansive soils. Additionally, the work associated with implementation of the Proposed Project will involve minimal ground-disturbing activities. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with expansive soils. No further analysis is required.

Threshold e) Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The Proposed Project site relies on existing sewer infrastructure to accommodate wastewater disposal requirements. Therefore, implementation of the Proposed Project would not result in an impact associated with soils incapable of supporting septic systems. No further analysis is required.

Threshold f) Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Less Than Significant Impact. No known paleontological resources are located on the Proposed Project site. The Proposed Project site is located in an urbanized area previously disturbed by past activities. In addition, if any paleontological resources are encountered during construction activities, the District's Construction BMPs related to cultural resources will be followed. Ground disturbances for path-of-travel improvements will occur within previously disturbed areas. No disturbances will occur on native soils nor soils not previously disturbed. Therefore, impacts would be less than significant. No further analysis is required.

7.1.8 Hazards and Hazardous Materials

Threshold a) Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The Proposed Project would not involve the routine transport, use, or disposal of hazardous materials. The Proposed Project would involve the use of heavy equipment during construction that would emit emissions associated with internal combustion engines, (i.e., diesel and gasoline); however, once operational, the Proposed Project would only use chemicals associated with maintenance operations including the use of commercial cleansers, lubricants, solvents, and paints,

among other things typically used in educational facilities. Maintenance materials would not be considered acutely hazardous and would be used in limited quantities at the Proposed Project site. Compliance with the existing regulations, including the manufacturer's product label and Safety Data Sheets, would ensure that no significant hazard to the public, the students, or the environment would result through the routine transport, use, or disposal of hazardous materials; therefore, implementation of the Proposed Project would result in less than significant impacts associated with the routine transport, use, or disposal of hazardous material.

Threshold d) Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or environment?

No Impact. The Proposed Project site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (SWRCB 2018; DTSC 2018); therefore, implementation of the Proposed Project would not result in an impact associated with known hazardous materials site.

Threshold e) For a Project located within an airport land use plan, or where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Proposed Project site is located approximately 3 miles southwest of Long Beach Municipal Airport. The Proposed Project site is not located within the Airport Influence Area or a Runway Protection Zone for the Long Beach Municipal (County 2003). Therefore, implementation of the Proposed Project would not result in an impact associated with a public airport.

Threshold f) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Proposed Project site and surrounding areas are currently developed. The Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. These activities would not create interference with established emergency response or emergency evacuation plans as there is no proposed alteration of infrastructure identified in an evacuation plan; therefore, implementation of the Proposed Project would result in a less than significant impact associated with an emergency evacuation plan.

Threshold g) Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Proposed Project site is identified as a non-VHFHSZ (CALFIRE 2007). Additionally, the Proposed Project is not located within or adjacent to wildlands or identified VHFHSZ. Therefore, implementation of the Proposed Project would not result in an impact associated with wildland fires.

7.1.9 Hydrology and Water Quality

Threshold a) Would the Project violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. Although the majority of work would occur indoors and on existing buildings, accessibility upgrades and installation of the synthetic turf field would involve soil disturbance. The disturbance would result in short-term impacts to site drainage during construction periods. If soil is not contained and is directly exposed to rain, soil erosion and sediment could flow into the storm drain system, resulting in the potential degradation of water quality; however, the likelihood of a violation of water quality standards or waste discharge requirements would be reduced due to compliance with the site-specific Storm Water Pollution Prevention Plan (SWPPP) and implementation of BMPs.

BMPs reduce the potential for erosion by implementing erosion and sediment control measures that regulate the amount and quality of runoff from a construction site. Due to the majority of work associated with the Proposed Project occurring indoors and on existing buildings, and required compliance with the SWPPP, the impacts associated with water quality standards or waste discharge requirements are not considered significant. The replacement of the existing field with synthetic turf materials would increase the amount of impervious surface and decrease permeability; however, the Proposed Project would comply with the City's MS4 Permit and BMPs. These include, but are not limited to, minimizing soil compaction, implementing good housekeeping practices and treatment controls, and controlling runoff. Therefore, implementation of the Proposed Project would result in less than significant impacts associated with water quality standards or waste discharge requirements. No further analysis is required.

Threshold b) Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. The Proposed Project site is currently developed and located in an urbanized area. The Proposed Project would not substantially increase the amount of impervious surface and would not interfere with groundwater recharge. Additionally, the Proposed Project would not increase the number of students or staff; and additional water resources would not be required to accommodate any such growth. Therefore, implementation of the Proposed Project would not result in impacts associated with groundwater recharge or groundwater depletion. No further analysis is required.

Threshold c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The Proposed Project site is in an urbanized location and is currently developed. Ground-disturbing activities would result due to the proposed accessibility improvements and installation of the synthetic turf field; however, the Proposed Project would not substantially increase the area of impervious surfaces at the Proposed Project site. In addition, any construction

which would result in ground-disturbing activities would be required to comply with the SWPPP and implement BMPs from the City's MS4 Permit that would reduce any potential erosions or siltation on- or off-site. Further, the drainage pattern of the Proposed Project site and surrounding area is well established, and no streams or rivers are located on the Proposed Project site. Therefore, implementation of the Proposed Project would result in less than significant impacts associated with the existing drainage pattern. No further analysis is required.

ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

No Impact. As mentioned above in Section 7.1.9 Impact (c(i)), the Proposed Project site is in an urbanized location and does not include any streams or rivers on the site; therefore, implementation of the Proposed Project would not result in impacts associated with stream course alteration or increase runoff rates. No further analysis is required.

iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources or polluted runoff;

Less Than Significant Impact. The Proposed Project would not create or contribute significant runoff from the Proposed Project site. The Proposed Project site is in an urbanized location, and the site is currently developed. Runoff from the Proposed Project site following construction would be similar the pre-Project runoff volumes; therefore, the Proposed Project is not expected to create or contribute surface runoff volume that would exceed the capacity of the existing stormwater drainage systems. Implementation of the Proposed Project would result in a less than significant impact associated with stormwater drainage systems. No further analysis is required.

iv) impede or redirect flood flows?

No Impact. The Proposed Project is not located within a Federal Emergency Management Agency (FEMA) identified 100-year flood hazard area (FEMA 2008); therefore, implementation of the Proposed Project would not result in an impact associated with flood flows. No further analysis is required.

Threshold d) Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. Seiches or mudflows are not hazards in the Proposed Project area. Tsunamis have the potential to impact the coastal area; however, the Proposed Project site is located approximately 1.6 miles inland and is not located in an inundation or tsunami hazard area (City 1988). Additionally, no lakes are located within the immediate vicinity of the Proposed Project area. Therefore, implementation of the Proposed Project would not result in an impact associated with inundation by seiche, tsunami, or mudflow. No further analysis is required.

Threshold e) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. As discussed above, the Proposed Project would comply with the SWPPP and implement appropriate BMPs from the City's MS4 Permit. The identification and implementation of BMPs identified in the SWPPP would reduce any impacts associated with water quality to less than significant. Additionally, the Proposed Project would not use groundwater for construction or operation of the Proposed Project. Impacts associated with water quality and groundwater plans are less than significant. No further analysis is required.

Threshold f) Would the Project potentially impact stormwater runoff from construction activities?

Less than Significant Impact. The Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. As discussed above in Section 7.1.9 Impact (c(i-iv)), the drainage site would not be substantially altered from existing conditions; and the Proposed Project is not anticipated to significantly impact stormwater runoff. BMPs would reduce any impacts associated with stormwater runoff; therefore, implementation of the Proposed Project would result in a less than significant impact associated with stormwater runoff from construction activities. No further analysis is required.

Threshold g) Would the Project potentially impact stormwater runoff from post-construction activities?

Less Than Significant Impact. The Proposed Project site is in an urbanized location, and stormwater drainage systems are already located in the vicinity of the Proposed Project site. The Proposed Project would not significantly increase the amount of impervious surface on-site, and any increase in stormwater runoff would be accommodated by the existing stormwater system. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with runoff from postconstruction activities. No further analysis is required.

Threshold h) Would the Project result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?

Less than Significant Impact. The Proposed Project involves campus transformation including building demolition, rebuilding of classrooms, classroom technology installation, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. The drainage site would not be substantially altered from existing conditions, and the Proposed Project is not anticipated to result in a potential for discharge of stormwater pollutants. The implementation of BMPs would reduce any potential impacts associated with pollutant discharge from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance, waste handling, delivery areas, loading

docks, or other outdoor work areas; therefore, this impact would be less than significant. No further analysis is required.

Threshold i) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?

Less than Significant Impact. The Proposed Project would result in a less than significant impact associated with stormwater discharge during construction. The short-term construction impacts would be reduced with the implementation of BMPs; therefore, implementation of the Proposed Project would result in a less than significant impact associated with downstream beneficial uses of receiving water. No further analysis is required.

Threshold j) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?

Less than Significant Impact. Impervious surfaces such as buildings and paved areas can increase runoff rates through impeding infiltration of rainfall and increasing overland flow velocities. The Proposed Project site is currently developed, and the Proposed Project would not significantly increase the amount of impervious surface on-site. Implementation of the Proposed Project would not generate additional sources of polluted runoff. The Proposed Project is not anticipated to create or contribute surface runoff volume that would exceed the capacity of the existing stormwater drainage systems; therefore, implementation of the Proposed Project would result in less than significant impacts associated with changes in the flow velocity or volume of stormwater runoff to cause environmental harm. No further analysis is required.

Threshold k) Create significant increase in erosion of the project site or surrounding area?

Less Than Significant Impact. The locations of the proposed facility repairs and upgrades and utility upgrades would occur in areas that are currently paved and developed, and installation of the synthetic turf field would occur at the site of the existing grass soccer field. In addition, the relatively flat nature of the Proposed Project site limits susceptibility to erosion; however, construction of accessibility upgrades and turf installation would require ground disruption activities which would require the preparation of a SWPPP and implementation of BMPs. Due to past development of the area and implementation of the City's MS4 Permit and BMPs, erosion would be minimized and not substantial; therefore, implementation of the Proposed Project would result in less than significant impacts associated with erosion. No further analysis is required.

7.1.10 Land Use and Planning

Threshold a) Would the Project physically divide an established community?

No Impact. The Proposed Project would be located on a site that has been in use as a public school since 1935. The Proposed Project would continue the long-standing presence of an educational institution at the Proposed Project site. The Proposed Project would not change the land uses currently existing at the site or create an incompatible use. The continued use of the site as a school campus would not result in a new barrier in the community that would divide the established surrounding community; therefore,

implementation of the Proposed Project would not result in an impact associated with the physical division of a community. No further analysis is required.

Threshold b) Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. As described above, the Proposed Project site is located within an area designated by the General Plan as Institutional, which allows educational land uses. The zoning for the Proposed Project site is Institutional, which also allows public and private educational land uses by right (without a Conditional Use Permit). The Proposed Project would not result in a change to the existing land use or zoning designations. Therefore, implementation of the Proposed Project would not result in an impact associated with an applicable land use plan, policy, or regulation. No further analysis is required.

7.1.11 Mineral Resources

Threshold a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The State of California Division of Mines and Geology classified the Proposed Project site as a Mineral Resource Zone 4 (MRZ-4). MRZ-4 zones are defined as areas where available information is inadequate for assignment to any other MRZ (CDMG 1981); however, Proposed Project activities would occur on previously disturbed soils and would not result in loss of a known mineral resource. Therefore, implementation of the Proposed Project would not result in an impact associated with mineral resources. No further analysis is required.

Threshold b) Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. No existing or historic mineral resource sites are in or around the Proposed Project site; therefore, implementation of the Proposed Project would not result in an impact associated with a mineral resource recovery site. No further analysis is required.

7.1.12 Population and Housing

Threshold a) Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Proposed Project involves campus transformation including building demolition, rebuilding of classrooms, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. The Proposed Project would not induce population growth in the areas surrounding the Proposed Project site, nor would it create the need for additional housing. Additionally, implementation of the Proposed Project would increase student enrollment from 983 to 1,100 students. However, the Proposed Project would not result

in the creation of housing or businesses that would induce or accelerate population growth. Further, the Proposed Project would be located on an existing school site and adjacent to a number of roadways that currently serve the site. The Proposed Project site is already served by utilities infrastructure, and utility upgrades associated with the Proposed Project are strictly related to HVAC operations. Therefore, the implementation of the Proposed Project would not result in an impact associated with population growth. No further analysis is required.

Threshold b) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Proposed Project site does not contain any residences or housing units and does not accommodate residential use; therefore, implementation of the Proposed Project would not result in an impact associated with the displacement of people or housing. No further analysis is required.

7.1.13 Public Services

Threshold a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire Protection?

No Impact. The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities. Fire protection services would be provided by the City of Long Beach Fire Department. Fire Station No. 3 is located approximately 0.3 mile southwest of Washington Middle School and would serve as the primary responder to the Proposed Project site (Google Earth 2018). Fire protection service needs are generally related to the size of the population and geographic area served, the number and types of calls for service, and other community and physical characteristics. Because land uses at the Proposed Project site would remain the same as under current conditions, an increase in the demand for fire services resulting from the Proposed Project is not anticipated. The Proposed Project site is located in an urbanized area that is void of any wildlands that may create significant fire risks to the Proposed Project site. In addition, to ensure conformance with State Fire Codes, the Proposed Project would not result in street closures that would result in inadequate access to the Proposed Project site. Therefore, implementation of the Proposed Project would not result in an impact associated with fire protection. No further analysis is required.

ii) Police Protection?

No Impact. The Proposed Project would not result in adverse physical impacts associated with the provision of new or physically altered facilities to maintain acceptable service ratios for police protection. The District maintains its own

safety department to provide security for the schools within its jurisdiction. The District's School Safety and Emergency Preparedness Department would provide on-campus security for the Proposed Project. The City of Long Beach Police Department would be the secondary provider of law enforcement services to the Proposed Project and would supplement the District's School Safety and Emergency Preparedness Department as needed. The police substation nearest to the Proposed Project site is located at 400 W Broadway, approximately 1 mile south of the Proposed Project site (Google Earth 2018). The Proposed Project would not rely primarily on the City of Long Beach Police Department police protection services and would not induce population growth resulting in the need for additional police services. Therefore, implementation of the Proposed Project would not result in an impact associated with police protection. No further analysis is required.

iii) Schools?

Less than Significant Impact. Implementation of the Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. The work would be mostly concentrated in the interior of the buildings and would consist of seismic retrofits, upgrades, and renovations; portions of the accessibility upgrades and installation of the synthetic turf field would occur outside. During construction, portions of the buildings would not be available for school use. The potential limitation of use will be short-term, and following construction, the Proposed Project site would return to its fully functioning existing uses. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with schools. No further analysis is required.

iv) Parks?

No Impact. The Proposed Project would not result in adverse physical impacts associated with the provision of new or physically altered facilities to maintain acceptable opportunities for parks. The closest park (Seaside Park) is located approximately 0.1 mile west of the Proposed Project site. The Proposed Project would not induce population growth and therefore will not create new residents. Therefore, implementation of the Proposed Project would not result in an impact associated with parks. No further analysis is required.

v) Other Public Facilities?

No Impact. Implementation of the Proposed Project is not anticipated to impact any other public facilities as it would not induce population growth directly or indirectly. No further analysis is required.

7.1.14 Recreation

Threshold a) Would the Project increase the use of the existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Implementation of the Proposed Project would not increase the use of existing neighborhood and regional parks or any other recreational facilities. The closest park (Seaside Park) is located approximately 0.1 mile west of the Proposed Project site. Physical impacts to existing recreational facilities are usually associated with population growth. The Proposed Project would neither directly increase the local population nor would it indirectly induce population growth in the future; therefore, implementation of the Proposed Project would not result in an impact associated with the deterioration of recreational facilities. No further analysis is required.

Threshold b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment?

No Impact. The Proposed Project site is located at Washington Middle School, which provides students with on-campus recreational facilities. Implementation of the Proposed Project would not require the construction or expansion of off-site recreational facilities. The Proposed Project is intended to repair and upgrade school facilities for an existing student population and would not burden any facility beyond capacity by generating additional recreational users. Therefore, implementation of the Proposed Project would not result in an impact associated with the construction or expansion of recreational facilities.

7.1.15 Transportation

Threshold a) Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less than Significant Impact. The Proposed Project would generate minor increases in traffic associated with the short-term construction activities, which involve facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field. No increase in operation and maintenance traffic is anticipated. In addition, the Proposed Project would not cause an increase in the number of students attending the school. The temporary and limited increase in construction traffic would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the circulation systems. Therefore, implementation of the Proposed Project would result in less than significant impacts associated with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

Threshold c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

No Impact. The Proposed Project is not a transportation project and does not propose any changes to the existing circulation system; therefore, no impact would occur.

Threshold d) Result in inadequate emergency access.

No Impact. The Proposed Project would not change any roadways and would not involve any incompatible uses; therefore, implementation of the Proposed Project would not result in an impact associated with road hazards.

7.1.16 Utilities and Service Systems

Threshold a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or expansion of which could cause significant environmental effects?

Less Than Significant Impact. Implementation of the Proposed Project would not require the relocation or construction of utilities that serve the Proposed Project site. The Proposed Project would not result in an increase in student or staff population. After construction, the use of utilities on-site would be similar to existing conditions; however, campus upgrade and technological improvements would likely require less energy to operate. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with relocation or construction of utility infrastructure. No further analysis is required.

Threshold b) Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal dry and multiple dry years?

No Impact. Long Beach Water Department is responsible for supplying water to the Proposed Project site and for ensuring that the delivered water meets applicable California Department of Health Services standards for drinking water. The Proposed Project does not involve increases in student or staff population, and no substantial increase in water supply requirements is anticipated. In addition, the District would comply with local, regional, and State water conservation policies and would follow standard BMPs, including Title 22 regulations, in order to reduce water consumption. The Proposed Project would result in no need for new or expanded entitlements; therefore, implementation of the Proposed Project would not result in an impact associated with sufficient water supplies. No further analysis is required.

Threshold c) Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. It is anticipated that no net increase in wastewater generation for the region would occur. Furthermore, the Proposed Project would be located on an existing developed site with established sewer line connections that are currently serviced by the City of Long Beach. Therefore, implementation of the Proposed Project would not result in an impact associated with new or expanded wastewater treatment facilities. No further analysis is required.

Threshold d) Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure?

Less than Significant Impact. The Sanitation Districts of Los Angeles County (LACSD) and private waste management collectors and disposal facilities manage solid waste in the county. The LACSD operates a

comprehensive solid waste management system that includes three active sanitary landfills, three closed landfills, two materials recovery/transfer stations, three gas-to-energy facilities, a clean-fuel facility, two full-service recycle centers, multiple landfill recycling programs, and, in conjunction with the County's Department of Public Works, an extensive program of household hazardous waste and electronic waste collection round-ups.

The active landfills and the materials recovery/transfer stations receive approximately 19,000 tons of nonhazardous solid waste per day, of which approximately 15,500 tons per day is disposed, with the remainder being reused or recycled. This disposal represents approximately 40 percent of the total solid waste disposed of by the residents and businesses of the county. The remaining 60 percent is disposed of at privately owned landfills. In general, solid waste is hauled directly to Class III landfills, transfer stations, resource recovery centers, and refuse-to-energy facilities.

The Proposed Project will not involve an increase in student or staff population and would not result in an operational increase in waste generation; however, construction of the Proposed Project would result in the generation of solid waste including scrap lumber, concrete, residual waste, packaging material, plastics, and vegetation. To ensure optimal diversion of solid waste resources by a project, the District requires its contractors to recycle or salvage nonhazardous waste materials generated during demolition and/or construction, to foster material recovery and re-use, and to minimize disposal in landfills. Furthermore, impacts from construction activities will be short-term and intermittent, and will be mitigated by BMPs and compliance with existing State solid waste reduction statutes. With the incorporation of these requirements into the Proposed Project, implementation of the Proposed Project would result in a less than significant impact associated with sufficient landfill capacity. No further analysis is required.

Threshold e) Would the Project negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?

Less Than Significant Impact. As noted above in Section 7.1.16 Impact (d), the Proposed Project will not involve an increase in student or staff population and would not result in an operational increase in waste generation; however, construction of the Proposed Project would result in the generation of solid waste including scrap lumber, concrete, residual waste, packaging material, plastics, and vegetation. As operation of the Proposed Project would not result in an increase in solid waste generation beyond the existing condition, implementation of the Proposed Project would result in a less than significant impact associated with solid waste reduction goals. No further analysis is required.

Threshold f) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. During construction and operation of the Proposed Project, the District would comply with all city, county, and State solid waste diversion, reduction, and recycling mandates, including compliance with the county-wide Integrated Waste Management Plan (IWMP). Therefore, implementation of the Proposed Project would result in a less than significant impact associated with waste regulations. No further analysis is required.

7.1.17 Wildfire

Threshold a) Would the Project impair an adopted emergency response plan or emergency evacuation plan?

No Impact. As discussed in Section 7.1.8 Impact (g), the Proposed Project site is not located in VHFHSZ. The Proposed Project site is located in a built-out, urbanized community that is not considered at high risk for wildfire. All Proposed Project activities will occur within the existing school boundary, and operation of the Proposed Project would continue to operate as an existing school. No impact would occur. No further analysis is required.

Threshold b) Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. The school campus is located within an established and built-out urban community that is at low risk for wildfire. The school campus is relatively flat and not located within a VHFHSZ. Additionally, Proposed Project activities would all occur within the existing school campus and would not include the installation or maintenance of associated infrastructure (such as road, fuel breaks, emergency water sources, or other utilities) that may exacerbate a fire risk. No impact would occur. No further analysis is required.

Threshold c) Would the Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed above in Section 7.1.17 Impact (b), the school campus is not located within a VHFHSZ. Additionally, Proposed Project activities would all occur within the existing school campus and would not include the installation of maintenance of associated infrastructure (such as road, fuel breaks, emergency water sources, or other utilities) that may exacerbate a fire risk. No impact would occur. No further analysis is required.

Threshold d) Would the Project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability or drainage changes?

No Impact. The school campus is not located within a VHFHSZ. Additionally, the school campus is relatively flat and not at risk of post-fire-induced landslide. No impact would occur. No further analysis is required.

7.2 IRREVERSIBLE ENVIRONMENTAL CHANGES

According to CEQA Guidelines, "[u]ses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is

justified." Therefore, the purpose of this analysis is to identify any significant irreversible environmental effects of Project implementation that cannot be avoided.

Both construction and operation of the Proposed Project would lead to the consumption of limited, renewable, and non-renewable resources that future generations would not be able to use and for which impacts would be irreversible. The development of the Proposed Project will require the commitment of resources that include: (1) building materials; (2) fuel and electricity to power construction and operational use, (3) transportation of goods and people to and from the Proposed Project, (4) recycling and disposal of waste.

7.3 GROWTH-INDUCING IMPACTS

Pursuant to Section 15126.2 of the CEQA Guidelines: an EIR must address whether a project will directly or indirectly foster growth as follows:

> *[An EIR shall] discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also, discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

As discussed below, this analysis evaluates whether the Project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

7.3.1 Direct Growth-Inducing Impacts

Direct growth-inducing impacts occur when the development of a project induces population growth or the construction of additional developments in the same area of a proposed project and produces related growth-associated impacts. Growth inducing projects remove physical obstacles to population growth, such as the construction of a new road into an undeveloped area, a wastewater treatment plant expansion, and projects that allow new development in the service area. Construction of such infrastructure projects are considered in relation to the potential development and the potential environmental impacts.

The Proposed Project consists of demolition and new construction of campus buildings, facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field in Washington Middle School. The Proposed Project would neither directly increase the local population nor would it indirectly induce population growth in the future.

7.3.2 Indirect Growth-Inducing Impacts

Project implementation is not expected to immediately create any new employment opportunities because the Proposed Project involves upgrades to an existing school, further, the Proposed Project is not expected to increase the number of students or staff. However, the Proposed Project could, over time, attract additional residents and commercial businesses to the area due to the modernized neighborhood character that could indirectly result in a minimal growth in population.

7.4 SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACT

The potentially adverse effects of the Project are discussed in Chapter 4.0 of this Draft EIR. Mitigation measures have been recommended that would reduce impacts to Cultural Resources, however, impacts would remain significant and unavoidable impacts to any environmental resources would occur.

CHAPTER 8.0 – REFERENCES

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CHAPTER 9.0 – REPORT PREPARATION

9.1 EIR PREPARERS

This Draft EIR was prepared for Long Beach Unified School District by Chambers Group, Inc. at 9620 Chesapeake Drive, Suite 202, San Diego, CA 92123. The following professionals participated in its preparation:

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CHAPTER 10.0 – ACRONYMS AND ABBREVIATIONS

Term	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ACMs	Asbestos-Containing Materials
ADA	Americans with Disabilities Act
AIA	American Institute of Architects
ANSI	American National Standards Institute
AQMP	Air Quality Management Plan
BERD	Built Environment Resource Directory
BIA	Bureau of Indian Affairs
BLM	Bureau of Land Management
BMPs	Best Management Practices
CAAQS	California Ambient Air Quality Standards
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
Cal/OSHA	California Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention Program
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CalEPA	California Environmental Protection Agency
CalGEM	California Department of Conservation Geologic Energy Management Division
CALGreen	California Green Building Standards Code
CARB	California Air Resources Board
CCR	California Code Regulations
CDMG	California Division of Mines and Geology
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CH4	Methane
CHL	California Historical Lands
CHP	California Highway Patrol
CHRIS	California Historical Resources Information System
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO2	Carbon Dioxide
CPHI	California Points of Historical Interest
CRHR	California Register of Historic Places
CUPA	Certified Unified Program Agency
dB	Decibel
dBA	A-weighted Decibels

Term	Definition
dBA Leq	A-weighted Equivalent Continuous Sound Level
DBA Lmax	A-weighted Maximum Sound Level
DPM	Diesel Particulate Matter
DSA	Division of the State Architect
DTSC	Department of Toxic Substances Control
DTSC	Department of Toxic Substances Control
DWR	Department of Water Resources
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GCC	Global Climate Change
GHG	Greenhouse Gas
GWP	Global Warming Potential
HABS	Historic American Buildings Survey
HFCs	Hydrofluorocarbons
HI	Hazard Index
HVAC	Heating, Ventilation, and Air Conditioning
HWCL	Hazardous Waste Control Law
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
IWMP	Integrated Waste Management System
LACALUC	Los Angeles County Airport Land Use Commission
LACSD	Sanitation Districts of Los Angeles County
LARWQCB	Los Angeles Regional Water Quality Control Board
LB CAP	Long Beach Climate Action Plan
LBP	Lead Based Paint
LBUSD	Long Beach Unified School District
Ldn	Day-Night Average Level
LOS	Level of Service
MLD	Most Likely Descendants
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MTCO2e	Metric Tons of CO2 Equivalent
N2O	Nitrous Oxide

Term	Definition
NAAQS	National Ambient Air Quality Standards
NAGPRA	Native American Graves Protection and Repatriation Act
NAHC	Native American Heritage Commission
NHMLA	National History Museum of Los Angeles
NHPA	National Historic Preservation Act
NOP	Notice of Preparation
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
O&M	Operations and Maintenance
OEHHA	Office of Environmental Health Hazard Assessment
OHP	Office of Historic Preservation
ONAC	Office of Noise Abatement and Control
OPSC	Office of Public School Construction
OSHA	Occupational Safety and Health Administration
Pb	Lead
PCBs	Polychlorinated Biphenyls
PFCs	Perfluorocarbons
PM10	Particulate Matter with a diameter of 10 micrometers or less
PM2.5	Particulate Matter with a diameter of 2.5 micrometers or less
PRC	Public Resources Code
PVV	Peak Particle Velocity
PWA	Public Works Administration
RCNM	Roadway Construction Noise Model
RCRA	Resource Conservation and Recovery Act
Rms	Root Mean Square
RRFB	Rectangular Rapid Flashing Beacon
RTP	Regional Transportation Plan
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South-Central Coastal Information Center
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SF6	Sulfur Hexafluoride
SHPO	State Historic Preservation Officer
SHRC	State Historic Resources Commission

Term	Definition
SIP	State Implementation Plan
SLF	Sacred Land Files
SO2	Sulfur Dioxide
SOI	Secretary of the Interior
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCRs	Tribal Cultural Resources
TIA	Transportation Impact Analysis
TOLD-L	Transit-Oriented Development Low Density
UNFCCC	United Nations Framework Convention on Climate Change
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United Stated Environmental Protection Agency
USFWS	United States Fish and Wildlife Services
USPS	United States Postal Service
UST	Underground Storage Tanks
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WEAP	Worker Environmental Awareness Program
WPA	Works Progress Administration

APPENDIX B – Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM
Washington Middle School Transformation Project
LONG BEACH, CALIFORNIA

Prepared for:

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October 2024

MITIGATION MONITORING AND REPORTING PROGRAM

Public Resources Code, Section 21081.6 (Assembly Bill 3180) requires that mitigation measures identified in environmental review documents prepared in accordance with California Environmental Quality Act (CEQA) are implemented after a project is approved. Therefore, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures during the for the Washington Middle School Transformation Project.

The Long Beach Unified School District is the agency responsible for implementation of the mitigation measures identified in the EIR. This MMRP provides the Long Beach Unified School District with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP includes the following information for each mitigation measure:

- The phase of the project during which the required mitigation measure must be implemented;
- The phase of the project during which the required mitigation measure must be monitored; and
- The enforcement agency.

The MMRP includes a checklist to be used during the mitigation monitoring period. The checklist will verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

MITIGATION MONITORING AND REPORTING PROGRAM Washington Middle School Transformation Project							
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation Less than Significant (LTS)	Verification of Compliance		
					Initial	Date	Remarks
Cultural Resources							
CUL-1: Historic American Buildings Survey-like Documentation: Prior to the commencement of demolition, the LBUSD should record the contributing buildings through a documentation report based on Historic American Buildings Survey (HABS) standards. The report will be completed by an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards and will be based on the National Park Service (NPS) HABS Level III format and content requirements. The HABS-like report will include digital photographs documenting the interior and exterior of the building, a historical summary, and copies of any available as-builts for the contributing buildings. A hard copy and digital copy of the HABS-like report will be filed with LBUSD, and additional copies may be deposited in the collections of the Long Beach Public Library and Long Beach Heritage Museum, if requested. A digital copy will also be deposited in the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC).	Pre-Construction	Pre-construction	Long Beach Unified School District	Significant and Unavoidable Impact			
CUL-2: Salvage and Use of Salvaged Materials: Prior to the commencement of demolition, LBUSD should coordinate with an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards, the project architect, and the demolition contractor, to develop a list of materials that would be salvaged during demolition and a salvage plan which may include architectural history monitoring during demolition. Salvaged items may be reused as a part of the new school project or elsewhere within the school site or LBUSD. Salvaged items may also be incorporated into interpretive displays within the school (if displayed in an appropriate, archival manner) or donated to museums or historical societies or other appropriate organizations.	Pre-Construction	Construction	Long Beach Unified School District	Significant and Unavoidable Impact			
CUL-3: Interpretive Exhibit: The LBUSD should coordinate with an architectural historian who meets the Secretary of the Interior's Professional Standards to create an exhibit about the contributing school buildings that would be displayed in the Washington Middle School library or other well-visited location in the school. The exhibit would consist of three panels, with each measuring 24" wide and 36" long. The exhibit could include existing or historic photos or plans, along with information about the buildings' history and significance. The Office of Historic Resources (OHR) is provided one round of review and comment on the exhibit.	Pre-Construction	Post-construction	Long Beach Unified School District	Significant and Unavoidable Impact			

MITIGATION MONITORING AND REPORTING PROGRAM Washington Middle School Transformation Project							
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation Less than Significant (LTS)	Verification of Compliance		
					Initial	Date	Remarks
CUL-4: LBUSD shall retain the services of a qualified cultural resources consultant and require that all initial ground disturbing work be monitored by a cultural resources monitor. This includes all initial construction activities that will potentially expose or encounter intact subsurface sediments underlying the Project site. The cultural resources consultant shall provide a Qualified Archaeologist, meeting the Secretary of Interior Standards (U.S. Department of Interior, 2008), and require that all initial ground disturbing work be monitored by a cultural resources monitor (monitor) proficient in artifact and feature identification in monitoring contexts. The Consultant (Qualified Archaeologist and/or monitor) shall be present at the Project construction phase kickoff meeting.	Construction	Construction	Long Beach Unified School District	LTS			
CUL-5: Prior to commencing construction activities and thus prior to any ground disturbance in the Proposed Project site, the Consultant shall conduct initial Worker Environmental Awareness Program (WEAP) training for all construction personnel, including supervisors, present at the outset of the Project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. This WEAP training will educate construction personnel on how to work with the monitor(s) to identify and minimize impacts to cultural resources and maintain environmental compliance and be performed periodically for new personnel coming on to the Project as needed.	Pre-Construction	Construction	Long Beach Unified School District	LTS			
CUL-6: The contractor shall provide the Consultant with a schedule of initial potential ground disturbing activities. A minimum of 48-hours' notice will be provided to the archaeological consultant of commencement of any initial ground disturbing activities that have potential to expose or encounter intact subsurface sediments underlying the Project site. These activities may include grading, trenching, and mass excavation. As detailed in the schedule provided, a monitor shall be present on-site at the commencement of ground-disturbing activities related to the Project. The Consultant shall observe initial ground disturbing activities and, as they proceed, adjust the monitoring approach as needed to provide adequate observation and oversight. All monitors will have stop-work authority to allow for the recordation and evaluation of finds during construction. The monitor will maintain a daily record of observations as an ongoing reference resource and to provide a resource for final reporting upon completion of the Project. The Consultant, the lead contractor, and subcontractors shall maintain a line of communication regarding schedule and activity such that the Consultant is aware of all ground-disturbing activities in advance, in order to provide appropriate oversight.	Pre-construction	Construction	Long Beach Unified School District	LTS			
CUL-7: If cultural resources are discovered, construction shall construction shall be halted within 50 feet of any cultural artifacts or features, and within 100 feet of any potential human remains, and shall not resume until the Qualified Archaeologist can determine the significance of the find and/or the find has been fully investigated, appropriately documented, and cleared.	Construction	Construction	Long Beach Unified School District	LTS			

MITIGATION MONITORING AND REPORTING PROGRAM Washington Middle School Transformation Project							
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation Less than Significant (LTS)	Verification of Compliance		
					Initial	Date	Remarks
CUL-8: At the completion of all ground disturbing activities, the Consultant shall prepare a Cultural Resources prepare Monitoring Report summarizing all monitoring efforts and observations as performed, and any and all prehistoric or historic archaeological finds, as well as providing follow-up reports of any finds to the SCCIC, as required.	Post-construction	Construction	Long Beach Unified School District	LTS			

APPENDIX C – Findings of Fact and Statement of Overriding Considerations

FINDINGS OF FACT AND STATEMENT OF OVERIDING CONSIDERATIONS
WASHINGTON MIDDLE SCHOOL TRANSFORMATION PROJECT
LONG BEACH, CALIFORNIA
Pursuant to Section 21081 of the Public Resources Code and Sections 15091 and 15093 of the State CEQA Guidelines

Prepared for:

Long Beach Unified School District
Facilities and Planning Department
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TABLE OF CONTENTS

Page

SECTION 1.0 – INTRODUCTION 1
1.1 ORGANIZATION OF CEQA FINDINGS OF FACT 1
1.2 STATUTORY REQUIREMENTS 2
1.3 LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS 3
1.4 CERTIFICATION OF FINAL EIR 3

SECTION 2.0 – ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION 4
2.1 PROJECT BACKGROUND AND OBJECTIVES 4
2.1.1 Location and Site Description 4
2.1.2 Adjacent Land Uses 4
2.2 PROJECT DESCRIPTION 7
2.2.1 Phasing 7
2.2.2 Demolition 7
2.2.3 Grading and Site Preparation 8
2.2.4 Construction 8
2.3 STATEMENT OF PROJECT GOALS AND OBJECTIVES 8
2.4 REQUIRED PERMITS AND APPROVALS 9
2.4.1 Reviewing Agencies 9
2.5 CUMULATIVE SCENARIO 10

SECTION 3.0 – CEQA REVIEW AND PUBLIC PARTICIPATION 11
3.1 NOTICE OF PREPARATION/INITIAL STUDY 11
3.2 NOTICE OF AVAILABILITY/NOTICE OF COMPLETION FOR DRAFT ENVIRONMENTAL IMPACT REPORT 11

SECTION 4.0 – NO ENVIRONMENTAL IMPACTS 13
4.1 AESTHETICS (SCENIC VISTAS, SCENIC RESOURCES) 13
4.2 AGRICULTURAL RESOURCES (CONVERT FARMLAND, WILLIAMSON ACT CONTRACT, FOREST LANDS OR TIMBERLAND, CONVERSION OF FARMLAND) 13
4.3 BIOLOGICAL RESOURCE (RIPARIAN HABITAT, WETLANDS, PRESERVATION ORDINANCE, MOVEMENT OF MIGRATORY FISH OR WILDLIFE, TREE PRESERVATION, HABITAT CONSERVATION) 14
4.4 GEOLOGY AND SOILS (LANDSLIDES, SEPTIC TANKS) 14
4.5 HAZARDS AND HAZARDOUS MATERIALS (HAZARDOUS MATERIALS SITE, AIRPORT PLAN, WILDLAND FIRES) 15
4.6 HYDROLOGY (GROUNDWATER SUPPLIES, RUNOFF, FLOOD FLOWS, TSUNAMI, SEICHE) 15
4.7 LAND USE AND PLANNING ((DIVIDE ESTABLISHED COMMUNITY, CONFLICT WITH LAND USE PLAN) 15
4.8 MINERAL RESOURCES (LOSS IN VALUABLE MINERAL RESOURCES, RESOURCE RECOVERY SITE) 15

4.9 POPULATION AND HOUSING (INDUCE UNPLANNED POPULATION, DISPLACEMENT) 16
4.10 PUBLIC SERVICES (FIRE PROTECTION, POLICE PROTECTION, SCHOOLS, PARKS, OTHER PUBLIC FACILITIES) 16
4.11 RECREATION (INCREASED USE, EXPANSION) 16
4.12 TRANSPORTATION (TRANSPORTATION PROJEC/DESIGN HAZARDS) 17
4.13 UTILITIES AND SERVICE SYSTEMS (WATER SUPPLIES, CAPACITY) 17
4.14 WILDFIRE ((EMERGENCY RESPONSE PLAN, POLLUTANTS, MAINTENANCE, FLOODING/LANDSLIDES) 17

SECTION 5.0 – LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS 18
5.1 AESTHETICS (VISUAL CHARACTER, LIGHT AND GLARE) 18
5.2 AIR QUALITY (AIR QUALITY PLAN COMPLIANCE, AIR QUALITY VIOLATION, SENSITIVE RECEPTORS, ODORS) 19
5.3 BIOLOGICAL RESOURCES (HABITAT MODIFICATIONS) 20
5.4 ENERGY (INEFFICIENT CONSUMPTION OF ENERGY, CONFLICT WITH LOCAL ENERGY EFFICIENCY PLAN) 20
5.5 GEOLOGY AND SOILS (ALQUIST-PRIOLO FAULT ZONE, SEISMIC GROUND SHAKING, LIQUEFACTION, SOIL EROSION, UNSTABLE SOIL, EXPANSIVE SOIL) 20
5.6 GREENHOUSE GAS EMISSIONS (EMISSIONS, CONFLICT WITH PLAN FOR REDUCING GREENHOUSE GAS EMISSIONS) 21
5.7 HAZARDS AND HAZARDOUS MATERIALS (TRANSPORT, MATERIALS RELEASE, MATERIALS WITHIN 0.25 MILE OF SCHOOL) 22
5.8 HYDROLOGY AND WATER QUALITY (WATER QUALITY STANDARDS, ALTER DRAINAGE PATTERNS, SURFACE RUNOFF, FLOODING, STORMWATER DRAINAGE) 22
5.9 NOISE (PERMANENT INCREASE IN AMBIENT NOISE, GROUND-BORNE VIBRATION OR NOISE, WITHIN TWO MILES OF AN AIRPORT) 23
5.10 PUBLIC SERVICES (SCHOOLS) 23
5.11 TRANSPORTATION (CIRCULATION SYSTEM, LAND USE PROJECT CONSISTENT WITH CEQA GUIDELINES) 24
5.12 TRIBAL CULTURAL RESOURCES (SUBSTANTIAL CHANGE IN THE SIGNIFICANT OF A TRIBAL CULTURAL RESOURCE) 24
5.13 UTILITIES AND SERVICE SYSTEMS (INSTALLATION OF NEW UTILITIES, WATER SUPPLIES, SOLID WASTE FACILITY CAPACITY, SOLID WASTE REDUCTION, SOLID WASTE SERVICES, REDUCTION STATUTES 25
5.14 IRREVERSABLE ENVIRONMENTAL CHANGES 25
5.15 GROWTH INDUCING IMPACTS 26

SECTION 6.0 – LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED 28
6.1 CULTURAL RESOURCES (ARCHAEOLOGICAL RESOURCES, HUMAN REMAINS) 28

SECTION 7.0 – SIGNIFICANT AND UNAVOIDABLE IMPACTS 31
7.1 CULTURAL RESOURCES 31

SECTION 8.0 – FINDINGS REGARDING PROJECT ALTERNATIVES 33

8.1 NO PROJECT ALTERNATIVE 33
8.2 PROJECT ALTERNATIVE 1 33
8.3 CONCLUSION 35

SECTION 9.0 – FINDINGS ON MITIGATION MONITORING AND REPORTING PLAN 36
9.1 INTRODUCTION 36
9.2 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM 36

SECTION 10.0 – FINDINGS ON CHANGES TO THE DRAFT EIR AND RECIRCULATION 40
10.1 CHANGES TO DRAFT EIR 40
10.2 FINDINGS 40

SECTION 11.0 – STATEMENT OF OVERRIDING CONSIDERATIONS 41
11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS 41
11.2 OVERRIDING CONSIDERATIONS 41
11.2.1 Project Goals and Objectives 41
11.3 PROJECT BENEFITS 42
11.4 CONCLUSION 42

SECTION 12.0 – REFERENCES 1

LIST OF TABLES

Page

Table 1: MMRP 37

LIST OF FIGURES

Page

Figure 1: Site Plan 6

Figure 2: Reduce Density Alternative 34

SECTION 1.0 – INTRODUCTION

1.1 ORGANIZATION OF CEQA FINDINGS OF FACT

The content and format of this California Environmental Quality Act ("CEQA") Findings of Fact ("findings") is designed to meet the current requirements of CEQA and the *CEQA Guidelines*. The Final Focused Environmental Impact Report ("EIR") for the Washington Middle School Transformation Project ("Proposed Project") identified significant environmental impacts which will result from its implementation. Although, the Long Beach Unified School District ("District") finds that the inclusion of certain mitigation measures will reduce most potential significant effects to a less than significant level, Cultural Resources impacts will remain Significant and Unavoidable. The Boad of Education ("Board"), in adopting these findings, must also adopt a Statement of Overriding Considerations and a Mitigation Monitoring Plan ("MMRP") for the Proposed Project. The Board finds that the MMRP, which is incorporated by reference and made a part of these findings, meets the requirements of Public Resources Code (PRC) Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the Proposed Project. In accordance with CEQA and the *CEQA Guidelines*, the District adopts these findings as part of the certification of the Final EIR for the Proposed Project. Pursuant to PRC Section 21082.1 (c)(3), the District also finds that the Final EIR reflects the District's independent judgment as the Lead Agency for the Proposed Project.

The content and format of the CEQA Findings of Fact is designed to meet the current requirements of CEQA and the *CEQA Guidelines*. The Findings of Fact is organized into the following sections:

- **Chapter 1, Introduction** outlines the organization of this document and identifies the location and custodian of the record of proceedings.

- **Chapter 2, Environmental Setting and Project Description** describes the location and characteristics of the project site, project overview, project design standards, project objectives and benefits, and the required permits and approvals for the Proposed Project.

- **Chapter 3, CEQA Review and Public Participation** describes the steps the District has undertaken to comply with the *CEQA Guidelines* as they relate to public input, review, and participation during the preparation of the Draft and Final EIRs.

- **Chapter 4, No Environmental Impacts** provides a summary of those environmental issue areas where no impacts would occur.

- **Chapter 5, Less Than Significant Environmental Impacts** provides a summary of less than significant impacts and a finding adopting the Final EIR's conclusions.

- **Chapter 6, Less Than Significant Environmental Impacts With Mitigation Incorporated** provides a summary of potentially significant environmental effects for which implementation of identified mitigation measures would avoid or substantially reduce the environmental effects to less than significant levels.

- **Chapter 7, Significant and Unavoidable Environmental Impacts** provides a summary of potentially significant environmental effect for which no mitigation measures are identified, or

for which implementation of feasible mitigation measures would not avoid or substantially reduce the environmental effects to less than significant levels.

- **Chapter 8, Findings Regarding Project Alternatives** provides a summary of the alternatives considered for the Proposed Project.
- **Chapter 9, Findings on Mitigation Monitoring and Reporting Plan** provides a brief discussion of the Proposed Project's compliance with the *CEQA Guidelines* regarding the adoption of a plan for reporting and monitoring.
- **Chapter 10, Findings on Changes to the Draft EIR and Recirculation** provides a brief overview of reasons for changes to the Draft EIR and why it is not necessary to re-circulate the Draft EIR.
- **Chapter 11, Statement of Overriding Considerations** provides a summary of all the project's significant and unavoidable adverse impacts. In addition, this section identifies the project's substantial benefits that outweigh and override the project's significant unavoidable impacts, such that impacts are considered acceptable.

1.2 STATUTORY REQUIREMENTS

The CEQA (PRC Section 21081 *et seq*.), and the *CEQA Guidelines* (the Guidelines) (14 Cal. Code Regulations, Section 15091 *et seq*.), require that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the Proposed Project lies with another agency [*CEQA Guidelines*, Section 15091 (a].

For those significant effects that cannot be mitigated to a less than significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the

Proposed Project outweigh such significant effects (see, Pub. Res. Code Section 21081 (b)). The Guidelines state in Section 15093 that:

- If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'

1.3 LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS

The documents and other materials that constitute the record of proceedings upon which the Board's project approval is based are located at 2425 Webster Avenue, Long Beach. The record of proceedings is provided in compliance with PRC Section 21081.6(a)(2) and California Code of Regulations Title 14, Section 15091(e).

1.4 CERTIFICATION OF FINAL EIR

Pursuant to *CEQA Guidelines* Section 15090, the District further finds and certifies that:

(a) The Final EIR has been completed in compliance with CEQA;

(b) The Final EIR has been presented to the Board, which constitutes the decision-making body of the lead agency, and the Board has reviewed and considered the information contained in the Final EIR and in the record of proceedings for the Proposed Project prior to approving the project; and

(c) The Final EIR reflects the Board's independent judgment and analysis.

SECTION 2.0 – ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND AND OBJECTIVES

Bonds were approved on June 23, 2016, to support upgrades to aging schools within the Long Beach Unified School District (LBUSD, District). The $1.5 billion school repair and safety bond measure includes repairs; technology improvements; heating, ventilation, and air conditioning (HVAC); and school safety improvements. Measure Q bonds were approved in November 2022 to support health, safety, and student achievement within the District.

An Initial Study (IS) was prepared for the Proposed Project in 2024 and identified potentially significant impacts that required further study, including the demolition of a historic resource. The feasibility of redesigning the Project and keeping the historic resource is a project alternative (Section 4.0, Alternatives Analysis), as well as the existing structure and its replacement, described below.

The intended objectives of the Proposed Project are to:

Health

- Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.

Safety

- Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.

Student Achievement

- Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements, meet fire and life safety standards, and improve on-site building conditions and utilities

2.1.1 Location and Site Description

The Washington Middle School campus (Project site) is located at 1450 Cedar Avenue in the City of Long Beach, in the County of Los Angeles. The Project site is located in a residential area surrounded by housing to the north, east, south, and west. The Project site is bounded by W 15th Street to the north, Pacific Avenue to the east, multi-family residential uses and W 14th street to the south, and Cedar Avenue to the west. The campus currently includes students from 6th through 8th grades and is comprised of five permanent buildings and one portable building, with an approximate enrollment of 983 students.

2.1.2 Adjacent Land Uses

Land use designations adjacent to the Project site include Moderate and High Density Residential. In the November 2017 Draft General Plan Update, designations for zoning and land use will be referred to as 'Placetype' designations, which will illustrate major physical planning concepts for the City (City 2017).

The Project site is zoned for Institutional uses and is surrounded by Residential zones to the north, east, south, and west as well as Park to the south, and Commercial to the southeast. Specific 'Placetype' neighborhoods are designated and surround the Project site. Multi-Family Residential Low Density (MFR-M) exists directly west of the Project site, and Transit-Oriented Development Low Density (TOD-L) exists directly east of the Project site.

Figure 1: Washington MS Transformation Site Plan

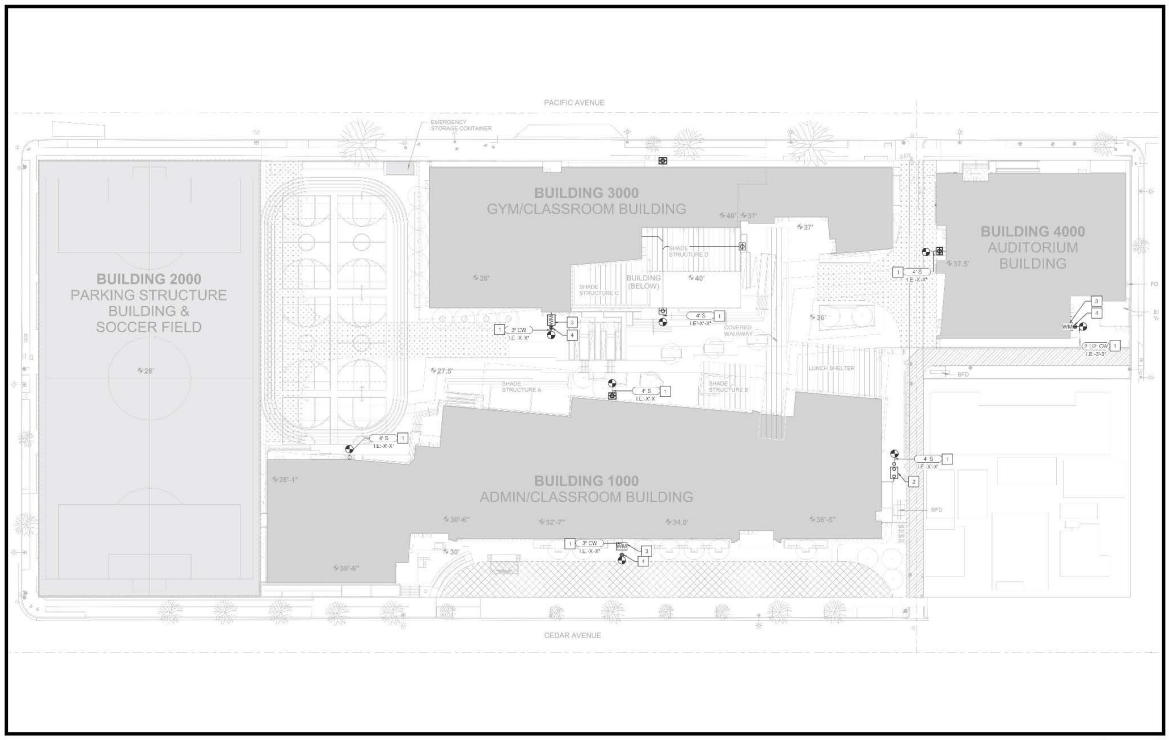


Figure 2
Washington MS Transformation
Site Plan

2.2 PROJECT DESCRIPTION

Demolition:
Demolition of one (1) relocatable building and five (5) buildings including the Administration (Building A), Gymnasium (Building D), the Cafeteria (Building E), Auditorium (Building C), and Classroom - Science/Shop (Building B).

New Buildings, Parking Structure, Courtyard, and Turf Field: Three (3) new permanent buildings will be constructed: a two- to three- story, 102,000 sq. ft. classroom/administration/cafeteria building, a partial two-story 34,000 sq. ft. gymnasium/locker room/classroom/library building, and a one-story, 14,000 sq. ft. auditorium. New site improvements include a student drop off, semi-subterranean parking structure, artificial turf soccer field, synthetic track, basketball courts, pickleball court, lunch shelter, planting, irrigation, and outdoor learning environments.
Scope includes, but is not limited to:

- HVAC installation in all classrooms, offices, and support spaces (including auditorium and cafeteria) located in permanent buildings on-site.
- New projectors, projector screens, and marker boards in classrooms.
- New projectors and projector screens in cafetorium.
- New tactile signage required throughout the campus for rooms and exits.
- ADA upgrades to paths of travel, drinking fountains, and restrooms.
- Campus-wide fire alarm upgrades.
- Interior and exterior paint for all permanent buildings.
- New windows and ceiling tiles on new buildings.
- New landscaping and planting.
- Installation of photovoltaic panels at each roof of new permanent building and battery storage systems.
- Removal of all on-site trees and landscaping.
- Surveillance cameras.

2.2.1 Phasing

Construction is expected to start in Fall 2024 and be completed in 36 months. The phases of construction activities include Demolition, Site Preparation, Grading, Building Construction, Paving, and Application of architectural coatings. The campus will be closed during construction and the students will be relocated to nearby middle schools within LBUSD.

2.2.2 Demolition

The demolition phase would consist of the demolition of the five permanent buildings and one relocatable building, which totals 115,256 sq. ft. of building space. In addition, the existing parking lots, hardscapes, and basketball courts on the Project site will be demolished, totaling 51,100 sq. ft. of pavement to be demolished. The pavement is approximately 4-inches thick and weighs 145 pounds per sq. ft., resulting in 1,233 tons of pavement to be removed from the Project site.

The demolition phase is expected to begin in the Fall of 2024 and be completed by March 2025. The demolition activities would require an average of 15 worker trips per day. The on-site equipment would consist of one concrete/industrial saw, three excavators, and two rubber-tire dozers.

2.2.3 Grading and Site Preparation

Site Preparation

The site preparation phase would consist of removing any vegetation, tree stumps, and stones on-site prior to grading. The site preparation phase would occur over 10 workdays. The on-site equipment would consist of three rubber-tire dozers, and four of either tractors, loaders, or backhoes.

Grading

Grading would occur after site preparation and would occur over 30 workdays. The Proposed Project is expected to require 30,579 cubic yards of dirt export. The on-site equipment would consist of one excavator, one grader, one rubber-tire dozer, and three of either tractors, loaders, or backhoes.

2.2.4 Construction

Building Construction

Building construction is expected to occur over 612 workdays. On-site equipment would consist of one crane, three forklifts, one generator, one welder, and three of either tractors, loaders, or backhoes.

Paving

Paving consists of paving the hardscaped areas and would occur over 35 workdays. The on-site equipment would consist of the simultaneous operation of two cement and mortar mixers, one paver, two paving equipment, two rollers, and one of either a tractor, loader, or backhoe.

Architectural Coating

The architectural coating phase would occur over 36 workdays. The coatings would cover 227,117 sq. ft. of non-residential interior area, 75,235 sq. ft. of non-residential exterior area, and 4,365 sq. ft. of paved area. The on-site equipment would consist of one air compressor.

2.3 STATEMENT OF PROJECT GOALS AND OBJECTIVES

Goals and objectives under Measure E address four key areas, consisting of repairs, technology, air conditioning, and safety. Objectives under Measure Q include supporting health, safety, and student achievement. The objective of the Proposed Project is for the District to transform the entire Washington Middle School campus in order to improve classroom conditions, provide up-to-date equipment for student use, and create a safe educational environment. Specific improvements include the following:

Health

- Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.

Safety

- Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.

Student Achievement

- Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements, meet fire and life safety standards, and improve on-site building conditions and utilities.

2.4 REQUIRED PERMITS AND APPROVALS

As required by the CEQA Guidelines, this section provides, to the extent the information is known to the LBUSD, a list of permits and approvals to implement the Project and list of agencies that will review this Draft EIR and use it in their decision-making process. The following lists LBUSD entitlements and permits that may be required for the Project prior to construction and operation:

Regional

- South Coast Air Quality Management District (SCAQMD)
- Native American Heritage Commission (NAHC)
- Southern California Edison (SCE)
- Los Angeles Regional Water Quality Control Board (LARWQCB)

Local

- City of Long Beach Public Works
- City of Long Beach Fire Department
- City of Long Beach Health Department
- City of Long Beach Water Department
- City of Long Beach

The Final EIR must be certified by the LBUSD as to its adequacy in compliance with CEQA prior to any actions being taken on the Project. The analysis of this Draft EIR is intended to provide environmental review for the Project.

2.4.1 Reviewing Agencies

Reviewing Agencies include those agencies that do not have discretionary powers but that may review the Draft EIR for adequacy and accuracy. Potential Reviewing Agencies include the following:

- State Water Resources Control Board (SWRCB)
- California Department of Education (CDE)
- California Department of Public Health
- Department of Toxic Substances Control (DTSC)
- Division of the State Architect (DSA)
- Office of Public School Construction (OPSC)
- California Geological Survey

2.5 CUMULATIVE SCENARIO

Cumulative impacts refer to the combined effect of Proposed Project impacts with the impacts of other past, present, and reasonably foreseeable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in the CEQA Guidelines, the discussion of cumulative impacts must reflect the severity of the impacts, as well as the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone. As stated in CEQA, "a project may have a significant effect on the environment if the possible effects of a project are individually limited, but cumulatively considerable (CEQA Guidelines 15130)."

According to the CEQA Guidelines 15355:

"Cumulative impacts" refer to two or more individual effects which, when considered together, are considerable and which compound or increase other environmental impacts.

- The individual effects may be changes resulting from a single project or a number of separate projects.

- The cumulative impact from several projects is the change in the environment, which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time.

In addition, as stated in the CEQA Guidelines 15064(h)(4), it should be noted that:

"The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the Proposed Project's incremental effects are cumulatively considerable."

The study area is located in an already highly urbanized area. The ability to develop new major projects within or adjacent to the study area is limited. The following projects have been identified to occur or currently scheduled within a 2-mile radius from the Project site.

- Birney Elementary School Heating, Ventilation & Air Conditioning
- Garfield Elementary School Solar Canopy
- Hudson Elementary School Solar Canopy
- Muir Academy Solar Canopy
- Polytechnic High School Transformation
- Stephens Middle School Solar Canopy
- Lincoln Elementary School Campuswide Renovation
- Stevenson Elementary School Campuswide Renovation

SECTION 3.0 – CEQA REVIEW AND PUBLIC PARTICIPATION

The District has complied with the *CEQA Guidelines* during the preparation of the Draft EIR for the Proposed Project. The Draft EIR, dated December 2018, was prepared following input from the public, responsible agencies, and affected agencies through the EIR scoping process. The "scoping" of the EIR was conducted utilizing several of the tools available under CEQA. In accordance with Section 15063 of the *CEQA Guidelines*, a Notice of Preparation ("NOP") and Initial Study ("IS") were prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties on February 8, 2018. The NOP was posted in the Los Angeles County Clerk's office for 30 days. Information requested and input provided during the 30-day NOP comment period regarding the scope of the EIR were included in the Draft EIR. Notices informing the community of the public review periods for the NOP/IS and Draft EIR were distributed using three methods: a NOP, a Notice of Availability ("NOA"), and newspaper publication. The NOP and NOA included information on where to view the NOP/IS and Draft EIR, how to comment on the IS and Draft EIR. The public review period and scoping for the NOP/IS was from July 13, 2018 to August 14, 2018, and the public review period for the Draft EIR was from December 10, 2018 to January 25, 2019.

3.1 NOTICE OF PREPARATION/INITIAL STUDY

Per *CEQA Guidelines* Section 15082, an NOP for the Draft EIR was prepared. The IS/NOP was sent to the Office of Planning and Research, State Clearinghouse for distribution to State agencies and directly to regional and local agencies. The NOP was published in February 2024. During the public scoping period, the IS/NOP was made available for review at the following locations:

- Long Beach Main Library: (101 Pacific Avenue, Long Beach, CA 90822)
- Signal Hill Library: (1770 East Hill Street, Signal Hill, CA 90755)
- Angelo M. Lacoboni Library: (4990 Clark Avenue, Lakewood CA 90712)
- Washington Middle School: (1450 Cedar Avenue, Long Beach, CA 90813)
- Butler Mary Middle School: (1400 E 20th Street, Long Beach, CA 90806)
- LBUSD Facilities: (2425 Webster Ave, Long Beach, CA 90810)
- In addition, the NOP/IS was made available online at https://www.lbschoolbonds.net/ceqa-notice-washington

3.2 NOTICE OF AVAILABILITY/NOTICE OF COMPLETION FOR DRAFT ENVIRONMENTAL IMPACT REPORT

In accordance with *CEQA Guidelines* Section 15087(a), a Notice of Availability/Notice of Completion ("NOA/NOC") of the Draft EIR was prepared. The Draft EIR and the NOA/NOC was sent to the Office of Planning and Research, State Clearinghouse for distribution to State agencies and directly to regional and local agencies. The NOA/NOC was published on August 9th, 2024. During the public scoping period, the Draft EIR and the NOA/NOC was made available for review at the following locations:

- Long Beach Main Library: (101 Pacific Avenue, Long Beach, CA 90822)
- Signal Hill Library: (1770 East Hill Street, Signal Hill, CA 90755)
- Angelo M. Lacoboni Library: (4990 Clark Avenue, Lakewood CA 90712)
- Washington Middle School: (1450 Cedar Avenue, Long Beach, CA 90813)
- Butler Mary Middle School: (1400 E 20th Street, Long Beach, CA 90806)
- LBUSD Facilities: (2425 Webster Ave, Long Beach, CA 90810)

- In addition, the NOP/IS was made available online at https://www.lbschoolbonds.net/ceqa-notice-washington

SECTION 4.0 – NO ENVIRONMENTAL IMPACTS

Based on the Initial Study and the Record of Proceedings, the Board finds that the Proposed Project would have no impacts associated with:

- Aesthetics (Scenic Vista, Scenic Resources)
- Agricultural Resources (Convert Farmland, Williamson Act Contract, Forest Lands or Timberland, Conversion of Farmland)
- Biological Resource (Riparian Habitat, Wetlands, Preservation Ordinance, Movement of Migratory Fish or Wildlife, Tree Preservation, Habitat Conservation)
- Geology and Soils (Landslides, Septic Tanks)
- Hazards and Hazardous Materials (Hazardous Materials Site, Airport Plan, Wildland Fires)
- Hydrology (Groundwater Supplies, Runoff, Flood Flows, Tsunami, Seiche)
- Land Use and Planning (Divide Established Community, Conflict with Land Use Plan)
- Mineral Resources (Loss in valuable mineral resources, resource recovery site)
- Population and Housing (Induce unplanned population, Displacement)
- Public Services (Fire Protection, Police Protection, Schools, Parks, Other Public Facilities)
- Recreation (Increased Use, Expansion)
- Transportation (Design Hazards, Emergency Access)
- Utilities and Service Systems (Water Supplies, Capacity)
- Wildfire (Emergency Response Plan, Pollutants, Maintenance, Flooding/Landslides)

Because the Findings of No Impact were made in the Initial Study, these environmental issues areas were not carried forward for analysis in the EIR.

4.1 AESTHETICS (SCENIC VISTAS, SCENIC RESOURCES)

The Proposed Project is located in a residential area surrounded by housing to the north, east, south, and west. There are no designated scenic resources on the Proposed Project site, nor is the Proposed Project part of a state, county, or municipally designated scenic vista. Potential scenic vistas in the vicinity of the Proposed Project site include views of the Pacific Ocean to the southeast, south, and southwest, and mountain views of the San Gabriel Mountains to the north and the Saddleback Mountains to the east. However, the surrounding area is heavily developed, and views of these scenic vistas are limited. The visual character of the Proposed Project site would be slightly altered; however, the proposed new buildings will be designed and constructed in a way consistent with the existing architecture of the Proposed Project site. The Proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the aesthetic issues discussed above.

4.2 AGRICULTURAL RESOURCES (CONVERT FARMLAND, WILLIAMSON ACT CONTRACT, FOREST LANDS OR TIMBERLAND, CONVERSION OF FARMLAND)

The Proposed Project is located in an urbanized area adjacent to residential uses and is a developed site. The land use designation of the Proposed Project site is identified as Institutional (I). The Proposed Project site does not include any land identified as Prime Farmland, Unique Farmland, or Farmland of

Statewide Importance (DOC 2016a). The Proposed Project site does not include land under a Williamson Act contract and is not zoned for agricultural of forest land (DOC 2016b).

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to agricultural resources.

4.3 BIOLOGICAL RESOURCE (RIPARIAN HABITAT, WETLANDS, PRESERVATION ORDINANCE, MOVEMENT OF MIGRATORY FISH OR WILDLIFE, TREE PRESERVATION, HABITAT CONSERVATION)

The entirety of the Proposed Project is developed, and all construction activities would occur on previously disturbed ground. There is no riparian habitat adjacent to, around or near the Proposed Project site (USFWS 2018a). There are no federally protected wetlands adjacent to or near the Proposed Project site (USFWS 2018b). The City's General Plan does not identify the Proposed Project site as one that supports sensitive habitat and/or important biological resources. The City does not have an ordinance that identifies and/or regulates heritage trees, and the City has not adopted a tree preservation ordinance. Additionally, the Proposed Project would not involve the removal or destruction of protected biological resources. Finally, the Proposed Project site is neither located within nor affected directly or indirectly by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the biological resources discussed above.

4.4 GEOLOGY AND SOILS (LANDSLIDES, SEPTIC TANKS)

The Proposed Project site is currently developed, and all activities associated with the Proposed Project would occur on previously disturbed soil. Although the Proposed Project site is located within a seismically active region of southern California, the site is not located within a designated Alquist-Priolo Special Study Zone. The California Geological Survey (CGS 1999) identifies the northwest portion of the Proposed Project site as located within an area prone to seismically induced liquefaction; however, the Proposed Project involves interior and exterior upgrades, including HVAC upgrades and ADA accessibility requirements, coinciding with current building and safety codes. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with seismic induced liquefaction. The Proposed Project would not require the use of septic tanks or alternative wastewater disposal systems to accommodate wastewater needs. Additionally, the adjacent properties are developed, and no known paleontological resources or unique geologic features are located within the Proposed Project site or the adjacent properties.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the geology and soils issues discussed above.

4.5 HAZARDS AND HAZARDOUS MATERIALS (HAZARDOUS MATERIALS SITE, AIRPORT PLAN, WILDLAND FIRES)

The Proposed Project is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (SWRCB 2018; DTSC 2018). The Proposed Project site is located approximately 3 miles southwest of Long Beach Municipal Airport. The Proposed Project site is not located within the Airport Influence Area or a Runway Protection Zone for the Long Beach Municipal (County 2003). The Proposed Project site is identified as a non-VHFHSZ (CALFIRE 2007). Additionally, the Proposed Project is not located within or adjacent to wildlands or identified VHFHSZ.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the hazards and hazardous materials issues discussed above.

4.6 HYDROLOGY (GROUNDWATER SUPPLIES, RUNOFF, FLOOD FLOWS, TSUNAMI, SEICHE)

The Proposed Project site is not within an identified floodplain (FEMA 2018). Seiches or mudflows are not hazards in the Proposed Project area. Additionally, the Proposed Project site is not located within the designated Coastal Zone or a tsunami hazard area (City 2020; City 1988).

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the hydrology issues discussed above.

4.7 LAND USE AND PLANNING ((DIVIDE ESTABLISHED COMMUNITY, CONFLICT WITH LAND USE PLAN)

The Proposed Project would be located on a site that has been in use as a public school since 1935. The Proposed Project would continue the long-standing presence of an educational institution at the Proposed Project site. The Proposed Project would not change the land uses currently existing at the site or create an incompatible use. The continued use of the site as a school campus would not result in a new barrier in the community that would divide the established surrounding community; therefore, implementation of the Proposed Project would not result in an impact associated with the physical division of a community

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the land use and planning issues discussed above.

4.8 MINERAL RESOURCES (LOSS IN VALUABLE MINERAL RESOURCES, RESOURCE RECOVERY SITE)

The Proposed Project site is located within an urbanized area and is surrounded by residential development. The State of California Division of Mines and Geology classified the Proposed Project site as a Mineral Resource Zone 4 (MRZ-4). MRZ-4 zones are defined as areas where available information is

inadequate for assignment to any other MRZ (CDMG 1981); however, Proposed Project activities would occur on previously disturbed soils and would not result in loss of a known mineral resource.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to mineral resources.

4.9 POPULATION AND HOUSING (INDUCE UNPLANNED POPULATION, DISPLACEMENT)

The Proposed Project involves campus transformation including building demolition, rebuilding of classrooms, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. The Proposed Project would not induce population growth in the areas surrounding the Proposed Project site, nor would it create the need for additional housing. Additionally, implementation of the Proposed Project would increase student enrollment from 983 to 1,100 students. However, the Proposed Project would not result in the creation of housing or businesses that would induce or accelerate population growth. Further, the Proposed Project would be located on an existing school site and adjacent to a number of roadways that currently serve the site. The Proposed Project site is already served by utilities infrastructure, and utility upgrades associated with the Proposed Project are strictly related to HVAC operations. The Proposed Project does not involve residences or housing units.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the population and housing issues discussed above.

4.10 PUBLIC SERVICES (FIRE PROTECTION, POLICE PROTECTION, SCHOOLS, PARKS, OTHER PUBLIC FACILITIES)

The Proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, police protection, parks, and other public facilities.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the public services issues discussed above.

4.11 RECREATION (INCREASED USE, EXPANSION)

The Proposed Project does not include the addition of park amenities or activities, and the Proposed Project does not include construction of a public park, or other recreational facilities within the Proposed Project site.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the recreation issues discussed above.

4.12 TRANSPORTATION (TRANSPORTATION PROJEC/DESIGN HAZARDS)

The Proposed Project is not identified to be a transportation project and does not include roadway modifications or adjustments, including geometric design features or the addition of incompatible uses on the Proposed Project site.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impacts relating to the transportation issues discussed above.

4.13 UTILITIES AND SERVICE SYSTEMS (WATER SUPPLIES, CAPACITY)

The Proposed Project does not involve increases in student or staff population, no substantial increase in water supply requirements is anticipated, and no net increase in wastewater generation for the region would occur. The Proposed project is located on an existing developed site with established sewer line connections that are currently serviced by the City of Long Beach.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impacts relating to the utilities and service systems issues discussed above.

4.14 WILDFIRE ((EMERGENCY RESPONSE PLAN, POLLUTANTS, MAINTENANCE, FLOODING/LANDSLIDES)

The Proposed Project site is not located within a very high fire hazard severity zone of state or local responsibility (CalFire 2007; 2012). Additionally, the Proposed Project site is not located within or adjacent to any open spaces identified as a very high fire hazard severity zone. The Proposed Project site is currently developed, and the surrounding areas is an urban environment. The lack of wildland-urban interface in or near the Proposed Project site reduce any risk associated with exacerbation of wildfire risks.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in no impact relating to the wildfire.

SECTION 5.0 – LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS

Based on the Final EIR and the Record of Proceedings, the Board finds that the Proposed Project would have less than significant environmental effects associated with the following environmental issues:

- Aesthetics (Visual Character, Light or Glare)
- Air Quality (Conflict with Air Quality Plan, Cumulative Net Increase of Pollutants, Sensitive Receptors, Odors)
- Biological Resources (Habitat Modification)
- Energy (inefficient consumption of energy, conflict with local energy efficiency plan)
- Geology and Soils (Alquist-Priolo fault zone, seismic ground shaking, liquefaction, soil erosion, unstable soil, expansive soil, paleontological resource)
- Greenhouse Gas Emissions (emissions, conflict with plan for reducing greenhouse gas emissions)
- Hazards and Hazardous Materials (release of hazardous materials, emit hazardous emissions within one-quarter mile of a proposed school, transport, emergency response program)
- Hydrology and Water Quality (water quality standards, alter drainage patterns, runoff, inundation, water quality control plan, stormwater runoff, stormwater pollutants, stormwater discharge, changes in volume of stormwater runoff, erosion,)
- Noise (Permanent increase in ambient noise, ground-borne vibration or noise, within two miles of an airport)
- Public Services (schools)
- Transportation and Traffic (circulation system, conflict with CEQA Guidelines section 15064.3)
- Tribal Cultural Resources (Substantial Change in the Significant of a Tribal Cultural Resource)
- Utilities and Service Systems (installation of new utilities, solid waste facility capacity, solid waste reduction, solid waste services, reduction statutes)

5.1 AESTHETICS (VISUAL CHARACTER, LIGHT AND GLARE)

The visual character of the Project Site and surrounding area is that of a residential neighborhood. The visual character of the Proposed Project site would be slightly altered; however, the proposed new buildings will be designed and constructed in a way consistent with the existing architecture of the Proposed Project site and the Proposed Project would not substantially degrade the existing character of the Project site.

The Proposed Project site currently contains security lighting, parking lighting, indoor lighting, and adjacent street lighting. Lighting at the Proposed Project site is installed to minimize glare for pedestrians and drivers and to minimize spillover light. The District applies design standards that avoid any impacts that adversely affect day or nighttime views, such as window shades and glare shields. The Proposed Project would provide new indoor lighting and outdoor lighting; however, it would be installed to minimize glare for pedestrians and drivers and to minimize spillover light. Additionally, the Proposed Project would not alter the facade or exterior finish of existing buildings, or install materials in new buildings, in a way which increases glare on the Proposed Project site. During construction, the Proposed Project site will include temporary construction lighting, and presence of vehicles transporting equipment. However, these activities would be temporary and not result in permanent, significant impacts.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to the aesthetic issues discussed above.

5.2 AIR QUALITY (AIR QUALITY PLAN COMPLIANCE, AIR QUALITY VIOLATION, SENSITIVE RECEPTORS, ODORS)

The Proposed Project would not conflict with or obstruct implementation of the South Coast Air Quality Management District ("SCAQMD") Air Quality Management Plan (AQMP), the only applicable air quality plan in the Project area. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. Based on the air quality modeling and analysis conducted, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional thresholds of significance or local thresholds of significance. The ongoing operation of the Proposed Project would generate air pollutant emissions that are less than significant in a regional context and would therefore not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards established by SCAQMD. Therefore, a less than significant long-term impact would occur, and no mitigation would be required.

The nearest sensitive receptors to the Project site are residents at the multi-family homes located adjacent to the west side of the southern portion of the Project site, that are as near as 12 feet west of the School. There are also multi-family homes located across Cedar Avenue that are as near as 85 feet west of the School, across W 15th Street that are as near as 60 feet north of the School, and across Pacific Avenue that are as near as 100 feet east of the School. The air quality modeling and analysis determined the Proposed Project would not result in toxic air contaminant or local criteria pollutant impacts from construction or operations.

Potential sources that may emit odor or dust emissions during construction activities include emissions from demolition and dirt moving activities, diesel equipment emissions, and emissions from building materials that include asphalt pavement, paints, and solvents. The objectionable emissions that may be produced during the construction process would be temporary and would likely not be noticeable for extended periods of time beyond the project site's boundaries. Odor and dust emissions during construction would be short-term in nature and limited to the operational time of the diesel equipment and the amounts of odor producing materials being utilized, which would result in transitory odor and dust emission impacts at the nearby residences; however, it is not anticipated to impact more than 50 percent of the nearby population at any time. Therefore, a less than significant odor and dust emissions impact would occur and no mitigation would be required.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to air quality issues discussed above.

5.3 BIOLOGICAL RESOURCES (HABITAT MODIFICATIONS)

The Proposed Project is located in an urbanized area adjacent to residential uses and is currently a developed site. The Proposed Project site is heavily disturbed and habitat is limited to ornamental landscaping. Construction activities associated with the Proposed Project would occur on previously disturbed ground. Additionally, the Proposed Project site does not contain any habitat with the potential to support candidate, sensitive or special status species status species. This impact is less than significant.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to biological resources discussed above.

5.4 ENERGY (INEFFICIENT CONSUMPTION OF ENERGY, CONFLICT WITH LOCAL ENERGY EFFICIENCY PLAN)

The Proposed Project includes the demolition and construction of buildings located on the Project Site. Construction associated with the Proposed Project would result in a temporary increase in energy consumption due to the energy requirements associated with operating construction equipment. All construction activities would implement BMPs to reduce construction related emissions, which would minimize the energy needed to implement the Proposed Project. The Proposed Project would implement CCR Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Compliance with this regulation would result in buildings that require less electricity, natural gas, and other fuels for operational purposes. Therefore, the Proposed Project would result in less than significant impacts associated with wasteful or inefficient energy consumption during construction or operation.

The Proposed Project would comply with CCR Title 24, which regulates the amount of energy consumed by new developments for heating, cooling, ventilation, and lighting. Additionally, the Proposed Project would implement the City-wide strategy of promoting renewable energy sources. Therefore, the Proposed Project would result in less than significant impacts associated with renewable energy or energy efficiency plans.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to energy issues discussed above.

5.5 GEOLOGY AND SOILS (ALQUIST-PRIOLO FAULT ZONE, SEISMIC GROUND SHAKING, LIQUEFACTION, SOIL EROSION, UNSTABLE SOIL, EXPANSIVE SOIL)

The Proposed Project would not directly or indirectly cause potential substantial adverse effects, including risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, and seismic-related ground failure including liquefaction. Although the Proposed Project site is located within a seismically active region of southern California, the site is not located within a designated Alquist-Priolo Special Study Zone. The Alquist-Priolo Special Study Zone prevents construction of buildings used for human occupancy on the surface trace of active faults. The nearest designated Alquist-Priolo Earthquake Fault Zone is the Newport-Inglewood Fault Zone, which is approximately 2 miles northeast of

the Proposed Project site (CGS 1999). Furthermore, the Proposed Project involves interior and exterior upgrades, including HVAC upgrades and ADA accessibility requirements, consistent with current State and local building and safety codes.

The California Geological Survey (CGS 1999) identifies the northwest portion of the Proposed Project site as located within an area prone to seismically induced liquefaction; the Proposed Project involves interior and exterior upgrades, including HVAC upgrades and ADA accessibility requirements, coinciding with current building and safety codes.

The location of the proposed facility repairs and upgrades and utility upgrades would occur in areas that are currently paved and developed and would require minor ground disturbing activities. These upgrades, including those occurring within the interior buildings, will not result in soil erosion or the loss of topsoil. The installation of the synthetic turf field, however, would require ground-disturbing activities over the entire existing grass soccer field. The installation of the synthetic field has the potential to result in erosion and loss of topsoil. The City of Long Beach Municipal Separate Storm Sewer System (MS4) Permit provides BMPs for construction sites to reduce sediment loss and soil erosion. Compliance with these BMPs, which include erosion and sediment controls, would reduce soil erosion during ground-disturbing activities. These include, but are not limited to, fiber rolls, gravel bags, and wind erosion controls.

The Proposed Project site has been previously graded and developed. The United States Department of Agriculture (USDA) classifies the landform underlying the Proposed Project site as urban land with areas classified as loam to fine sandy loam (USDA 2018). The native materials are capped locally by artificial fill, where previously existing natural grades have been modified as part of urbanization. Due to a lack of clay content in soils underlying the Proposed Project site and previous grading and development on-site, it is unlikely that the Proposed Project site contains expansive soils. Additionally, the work associated with implementation of the Proposed Project will involve minimal ground-disturbing activities.

No known paleontological resources are located on the Proposed Project site. The Proposed Project site is located in an urbanized area previously disturbed by past activities. In addition, if any paleontological resources are encountered during construction activities, the District's Construction BMPs related to cultural resources will be followed. Ground disturbances for path-of-travel improvements will occur within previously disturbed areas. No disturbances will occur on native soils nor soils not previously disturbed.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to geology and soils issues discussed above.

5.6 GREENHOUSE GAS EMISSIONS (EMISSIONS, CONFLICT WITH PLAN FOR REDUCING GREENHOUSE GAS EMISSIONS)

The Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The Proposed Project would consist of demolition and addition of new buildings, facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field. The Proposed Project is anticipated to generate GHG emissions from mobile sources, area sources, energy usage, waste disposal, water usage, and construction equipment. The Long Beach Climate Action Plan (LB CAP) is the

applicable plan for the Project area for reducing GHG emissions. The Proposed Project would create 551 $MTCO_2e$ per year and implement the applicable measures in the LB CAP. Therefore, the Project is considered consistent with the LB CAP and would result in a less than significant impact.

With implementation of statewide regulatory requirements, including the CalGreen building standards, the Proposed Project would be consistent with all applicable policies of the CAAP. Therefore, implementation of the Proposed Project would not conflict with any applicable plan that reduces GHG emissions.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to greenhouse gas emissions discussed above.

5.7 HAZARDS AND HAZARDOUS MATERIALS (TRANSPORT, MATERIALS RELEASE, MATERIALS WITHIN 0.25 MILE OF SCHOOL)

The Proposed Project would not involve the routine transport, use, or disposal of hazardous materials. The Proposed Project would involve the use of heavy equipment during construction that would emit emissions associated with internal combustion engines, (i.e., diesel and gasoline); however, once operational, the Proposed Project would only use chemicals associated with maintenance operations including the use of commercial cleansers, lubricants, solvents, and paints, among other things typically used in educational facilities. Maintenance materials would not be considered acutely hazardous and would be used in limited quantities at the Proposed Project site. Compliance with the existing regulations, including the manufacturer's product label and Safety Data Sheets, would ensure that no significant hazard to the public, the students, or the environment would result through the routine transport, use, or disposal of hazardous materials; therefore, implementation of the Proposed Project would result in less than significant impacts associated with the routine transport, use, or disposal of hazardous material.

The Proposed Project site and surrounding areas are currently developed. The Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. These activities would not create interference with established emergency response or emergency evacuation plans as there is no proposed alteration of infrastructure identified in an evacuation plan; therefore, implementation of the Proposed Project would result in a less than significant impact associated with an emergency evacuation plan.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to hazards and hazardous materials issues discussed above.

5.8 HYDROLOGY AND WATER QUALITY (WATER QUALITY STANDARDS, ALTER DRAINAGE PATTERNS, SURFACE RUNOFF, FLOODING, STORMWATER DRAINAGE)

The Proposed Project would have a less than significant impact on water quality standards. Although the majority of work would occur indoors and on existing buildings, accessibility upgrades and installation of

the synthetic turf field would involve soil disturbance. The disturbance would result in short-term impacts to site drainage during construction periods. If soil is not contained and is directly exposed to rain, soil erosion and sediment could flow into the storm drain system, resulting in the potential degradation of water quality; however, the likelihood of a violation of water quality standards or waste discharge requirements would be reduced due to compliance with the site-specific Storm Water Pollution Prevention Plan (SWPPP) and implementation of BMPs.

The Proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a stream or river through the addition of impervious surfaces in a manner that would result in substantial erosion on-or off-site or create runoff. any construction which would result in ground-disturbing activities would be required to comply with the SWPPP and implement BMPs from the City's MS4 Permit that would reduce any potential erosions or siltation on- or off-site. Further, the drainage pattern of the Proposed Project site and surrounding area is well established, and no streams or rivers are located on the Proposed Project site. Therefore, implementation of the Proposed Project would result in less than significant impacts associated with the existing drainage pattern. In addition, runoff volumes would be similar to pre-project runoff volumes and a less than significant impact will occur.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to hydrology and water quality issues discussed above.

5.9 NOISE (PERMANENT INCREASE IN AMBIENT NOISE, GROUND-BORNE VIBRATION OR NOISE, WITHIN TWO MILES OF AN AIRPORT)

The Proposed Project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Construction related noise would be temporary in nature and through adherence to allowable construction times provided in Section 8.80.202 of the Municipal Code, the construction activities for the Proposed Project would not create a substantial temporary increase in ambient noise levels that are in excess of applicable noise standards. Impacts would be less than significant. Operations of the Proposed Project would be the same as current operations and impacts would be less than significant.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to noise issues discussed above.

5.10 PUBLIC SERVICES (SCHOOLS)

Implementation of the Proposed Project involves facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field at Washington Middle School. The work would be mostly concentrated in the interior of the buildings and would consist of seismic retrofits, upgrades, and renovations; portions of the accessibility upgrades and installation of the synthetic turf field would occur outside. During construction, portions of

the buildings would not be available for school use. The potential limitation of use will be short-term, and following construction, the Proposed Project site would return to its fully functioning existing uses. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with schools.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to the public services issues discussed above.

5.11 TRANSPORTATION (CIRCULATION SYSTEM, LAND USE PROJECT CONSISTENT WITH CEQA GUIDELINES)

The Proposed Project would generate minor increases in traffic associated with the short-term construction activities, which involve facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field. No increase in operation and maintenance traffic is anticipated. In addition, the Proposed Project would not cause an increase in the number of students attending the school. The temporary and limited increase in construction traffic would not conflict with any applicable plans, ordinances, or policies establishing measures of effectiveness for the circulation systems. Therefore, implementation of the Proposed Project would result in less than significant impacts associated with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to the transportation issues discussed above.

5.12 TRIBAL CULTURAL RESOURCES (SUBSTANTIAL CHANGE IN THE SIGNIFICANT OF A TRIBAL CULTURAL RESOURCE)

Background research and Survey has been completed with no new resources identified, additionally, soil surface visibility was almost entirely impeded by existing development. Based on the limited ground surface visibility, the historic nature of the Washington Middle School structures, and the existence of previously recorded prehistoric and historic resources within the half-mile study area around the Proposed Project site, undocumented resources still have the potential to be discovered in or near the Project site. No tribes that were contacted requested consultation; therefore, impacts would be less than significant

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to the tribal cultural resources issues discussed above.

5.13 UTILITIES AND SERVICE SYSTEMS (INSTALLATION OF NEW UTILITIES, WATER SUPPLIES, SOLID WASTE FACILITY CAPACITY, SOLID WASTE REDUCTION, SOLID WASTE SERVICES, REDUCTION STATUTES

The Implementation of the Proposed Project would not require the relocation or construction of utilities that serve the Proposed Project site. After construction, the use of utilities on-site would be similar to existing conditions; however, campus upgrades and technological improvements would likely require less energy to operate. Therefore, implementation of the Proposed Project would result in a less than significant impact associated with relocation or construction of utility infrastructure.

The Proposed Project would not generate solid wase more than State or local standards. Construction of the Proposed Project would result in the generation of solid waste including scrap lumber, concrete, residual waste, packaging material, plastics, and vegetation. To ensure optimal diversion of solid waste resources by a project, the District requires its contractors to recycle or salvage nonhazardous waste materials generated during demolition and/or construction, to foster material recovery and re-use, and to minimize disposal in landfills. Furthermore, impacts from construction activities will be short-term and intermittent, and will be mitigated by BMPs and compliance with existing State solid waste reduction statutes. With the incorporation of these requirements into the Proposed Project, implementation of the Proposed Project would result in a less than significant impact associated with sufficient landfill capacity.

During construction and operation of the Proposed Project, the District would comply with all city, county, and State solid waste diversion, reduction, and recycling mandates, including compliance with the county-wide Integrated Waste Management Plan (IWMP). Therefore, implementation of the Proposed Project would result in a less than significant impact associated with waste regulations.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR, and the whole of the record, that the Proposed Project would result in less than significant impacts relating to utilities and service system issues discussed above.

5.14 IRREVERSABLE ENVIRONMENTAL CHANGES

Both construction and operation of the Proposed Project would lead to the consumption of limited, renewable, and non-renewable resources that future generations would not be able to use and for which impacts would be irreversible. The development of the Proposed Project will require the commitment of resources that include: (1) building materials, (2) fuel and electricity to power construction and operational use, (3) transportation of goods and people to and from the Proposed Project, (4) recycling and disposal of waste.

The commitment of resources required for the construction and operation of the Proposed Project would limit the availability of such resources for future generations or for other uses during the life of the project. However, continued use of such resources is consistent with the anticipated growth within the City. Furthermore, impacts to the energy supply would be less than significant given the existing levels of development within the City and the surrounding County of Los Angeles.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR and the whole of the record, that the Proposed Project would result in less than significant impact relating to irreversible environmental changes.

5.15 GROWTH INDUCING IMPACTS

Pursuant to Section 15126.2 of the CEQA Guidelines: an EIR must address whether a project will directly or indirectly foster growth as follows:

[An EIR shall] discuss the ways in which the Proposed Project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of wastewater treatment plant, might, for example, allow for more construction in service areas). Increases in the population may further tax existing community service facilities so consideration must be given to this impact. Also, discuss the characteristic of some projects, which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

As discussed below, this analysis evaluates whether the Proposed Project would directly or indirectly induce economic, population, or housing growth in the surrounding environment.

Direct Growth-inducing Impacts in the Surrounding Environment

Direct growth-inducing impacts occur when the development of a project induces population growth or the construction of additional developments in the same area of a proposed project and produces related growth-associated impacts. Growth inducing projects remove physical obstacles to population growth, such as the construction of a new road into an undeveloped area, a wastewater treatment plant expansion, and projects that allow new development in the service area. Construction of such infrastructure projects are considered in relation to the potential development and the potential environmental impacts.

The Proposed Project consists of demolition and new construction of campus buildings, facility repairs and upgrades, classroom technology upgrades, utility upgrades and installation of HVAC, accessibility upgrades, and installation of a synthetic turf field in Washington Middle School. The Proposed Project would neither directly increase the local population nor would it indirectly induce population growth in the future.

Indirect Growth-inducing Impacts in the Surrounding Environment

Project implementation is not expected to immediately create any new employment opportunities because the Proposed Project involves upgrades to an existing school, further, the Proposed Project is not expected to increase the number of students or staff. However, the Proposed Project could, over time, attract additional residents and commercial businesses to the area due to the modernized neighborhood character that could indirectly result in a minimal growth in population.

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR and the whole of the record, that the Proposed Project would result in less than significant impacts relating to growth-inducing impacts.

SECTION 6.0 – LESS THAN SIGNIFICANT ENVIRONMENTAL IMPACTS WITH MITIGATION INCORPORATED

Based on the Final EIR and the Record of Proceedings, the Board finds that the Proposed Project would have less than significant environmental effects with mitigation incorporated associated with the following environmental issues:

- Cultural Resources (archaeological resources, human remains)

6.1 CULTURAL RESOURCES (ARCHAEOLOGICAL RESOURCES, HUMAN REMAINS)

PRC Section 21083.2 defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information

2) Has a special and particular quality such as being the oldest of its type or the best available example of its type

3) Is directly associated with a scientifically recognized important prehistoric or historic event or person

Under the CEQA Guidelines, archaeological resources may also be considered historical resources if the resource is listed or eligible for listing on the CRHR (14 CCR § 4850). Therefore, definitions of archaeological resources, as defined in Section 15064.5 of the CEQA Guidelines are the same as those provided above in Threshold 3.4-1: Historical Resources.

Although background research and Survey has been completed with no new resources identified, as noted above, the soil surface visibility was almost entirely impeded by the existing development. Based on the limited ground surface visibility, the historic nature of the Washington Middle School structures, and the existence of previously recorded prehistoric and historic resources within the half-mile study area around the Proposed Project site, undocumented resources still have the potential to be discovered in or near the Project site. Due to the demonstrated sensitivity of the area, mitigation measures CUL-4 through CUL-8 will be implemented, and impacts will be reduced to less than significant.

CUL-4: LBUSD shall retain the services of a qualified cultural resources consultant and require that all initial ground disturbing work be monitored by a cultural resources monitor. This includes all initial construction activities that will potentially expose or encounter intact subsurface sediments underlying the Project site. The cultural resources consultant shall provide a Qualified Archaeologist, meeting the SOI Standards per the U.S. Department of Interior, and require that all initial ground disturbing work be monitored by a cultural resources monitor (monitor) proficient in artifact and feature identification in monitoring contexts. The Consultant (Qualified Archaeologist and/or monitor) shall be present at the Project construction phase kickoff meeting.

CUL-5: Prior to commencing construction activities and thus prior to any ground disturbance in the Proposed Project site, the Consultant shall conduct initial WEAP training for all

construction personnel, including supervisors, present at the outset of the Project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. This WEAP training will educate construction personnel on how to work with the monitor(s) to identify and minimize impacts to cultural resources and maintain environmental compliance and be performed periodically for new personnel coming on to the Project as needed.

CUL-6: The contractor shall provide the Consultant with a schedule of initial potential ground disturbing activities. A minimum of 48-hours' notice will be provided to the archaeological consultant of commencement of any initial ground disturbing activities that have potential to expose or encounter intact subsurface sediments underlying the Project site. These activities may include grading, trenching, and mass excavation.
As detailed in the schedule provided, a monitor shall be present on-site at the commencement of ground-disturbing activities related to the Project. The Consultant shall observe initial ground disturbing activities and, as they proceed, adjust the monitoring approach as needed to provide adequate observation and oversight. All monitors will have stop-work authority to allow for the recordation and evaluation of finds during construction. The monitor will maintain a daily record of observations as an ongoing reference resource and to provide a resource for final reporting upon completion of the Project.

The Consultant, the lead contractor, and subcontractors shall maintain a line of communication regarding schedule and activity such that the Consultant is aware of all ground-disturbing activities in advance in order to provide appropriate oversight.

CUL-7: If cultural resources are discovered, construction shall be halted within 50 feet of any cultural artifacts or features and within 100 feet of any potential human remains, and shall not resume until the Qualified Archaeologist can determine the significance of the find and/or the find has been fully investigated, appropriately documented, and cleared.

CUL-8: At the completion of all ground disturbing activities, the Consultant shall prepare a Cultural Resources Monitoring Report summarizing all monitoring efforts and observations, as performed, and any and all prehistoric or historic archaeological finds, as well as providing follow-up reports of any finds to the SCCIC, as required.

HUMAN REMAINS – LEGAL REQUIREMENTS

In the event that human remains are discovered during ground-disturbing activities, then the Proposed Project would be subject to California Health and Safety Code 7050.5, CEQA Section 15064.5, and California PRC Section 5097.98 (NPS 1983). If human remains are found during ground-disturbing activities, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Los Angeles County Medical Examiner-Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the Los Angeles County Medical Examiner-Coroner shall be notified immediately. If the human remains are determined to be prehistoric, the Medical Examiner-Coroner shall notify the NAHC, which shall notify a MLD. The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials (Chambers 2024).

FINDINGS

1) The Board finds, based on the Initial Study, the Final EIR and the whole of the record, that the Proposed Project would result in less than significant impacts relating to cultural resources issues discussed above with incorporation of the above mitigation measures.

SECTION 7.0 – SIGNIFICANT AND UNAVOIDABLE IMPACTS

This Section describes the environmental issue areas on which the Proposed Project would have significant and unavoidable impacts. Section 8 discusses the degree to which the Proposed Project Alternatives (including the recommended Proposed Project Alternative) reduce or increase these significant and unavoidable impacts.

The potentially adverse effects of the Proposed Project are identified in the Final EIR. After implementation of the mitigation measures, the Proposed Project will have a significant and unavoidable impact on the following environmental resource areas: Cultural Resources (significant impact to a historic resource).

In accordance with CEQA Guidelines Section 15093, this Statement of Overriding Considerations has been prepared to substantiate the Board's decision to accept these significant and unavoidable adverse environmental impacts because of the benefits afforded by the Proposed Project.

7.1 CULTURAL RESOURCES

The Proposed Project will implement the following mitigation measures in order to reduce the potentially significant impacts on the historical resource; however, the impact would remain significant and unavoidable.

CUL-1: **Historic American Buildings Survey-like Documentation:** Prior to the commencement of demolition, LBUSD should record the contributing buildings through a documentation report based on HABS standards. The report will be completed by an architectural historian or historic architect who meets the SOI Professional Qualification Standards and will be based on the NPS HABS Level III format and content requirements. The HABS-like report will include digital photographs documenting the interior and exterior of the building, a historical summary, and copies of any available as-builts for the contributing buildings. A hard copy and digital copy of the HABS-like report will be filed with LBUSD, and additional copies may be deposited in the collections of the Long Beach Public Library and Long Beach Heritage Museum, if requested. A digital copy will also be deposited in the CHRIS SCCIC.

CUL-2: **Salvage and Use of Salvaged Materials:** Prior to the commencement of demolition, LBUSD should coordinate with an architectural historian or historic architect who meets the SOI Professional Qualification Standards, the project architect, and the demolition contractor to develop a list of materials that would be salvaged during demolition and a salvage plan which may include architectural history monitoring during demolition. Salvaged items may be reused as a part of the new school project or elsewhere within the school site or LBUSD. Salvaged items may also be incorporated into interpretive displays within the school (if displayed in an appropriate, archival manner) or donated to museums or historical societies or other appropriate organizations.

CUL-3: **Interpretive Exhibit:** LBUSD should coordinate with an architectural historian who meets the SOI Professional Standards to create an exhibit about the contributing school buildings that would be displayed in the Washington Middle School library or other well visited location in the school. The exhibit would consist of three panels with each

measuring 24" wide and 36" long. The exhibit could include existing or historic photos or plans, along with information about the buildings' history and significance. The OHR is provided one round of review and comment on the exhibit.

FINDINGS

1) The Board finds, based on the Final EIR and the whole of the record, that the Proposed Project would result in significant and unavoidable cultural resource impacts, and that, despite the incorporation of all feasible mitigation measures, these impacts remain significant. The Board further finds that these unavoidable impacts are overridden by the project benefits as set forth in the accompanying Statement of Overriding Considerations.

SECTION 8.0 – FINDINGS REGARDING PROJECT ALTERNATIVES

The Final EIR discussed several alternatives to the Proposed Project in order to present a reasonable range of options. The alternatives evaluated include:

- No Project Alternative
- Reduced Density Alternative

8.1 NO PROJECT ALTERNATIVE

Section 15126.6(e) of the CEQA Guidelines requires analysis of a No Project alternative that (1) discusses existing site conditions at the time the NOP is prepared or the Draft EIR is commenced, and (2) analyzes what is reasonably expected to occur in the foreseeable future based on current plans if the Proposed Project were not approved. Potential effects for the No Project Alternative were compared to the areas of potentially significant effects prior to mitigation that could be a result of the Proposed Project.

FINDINGS

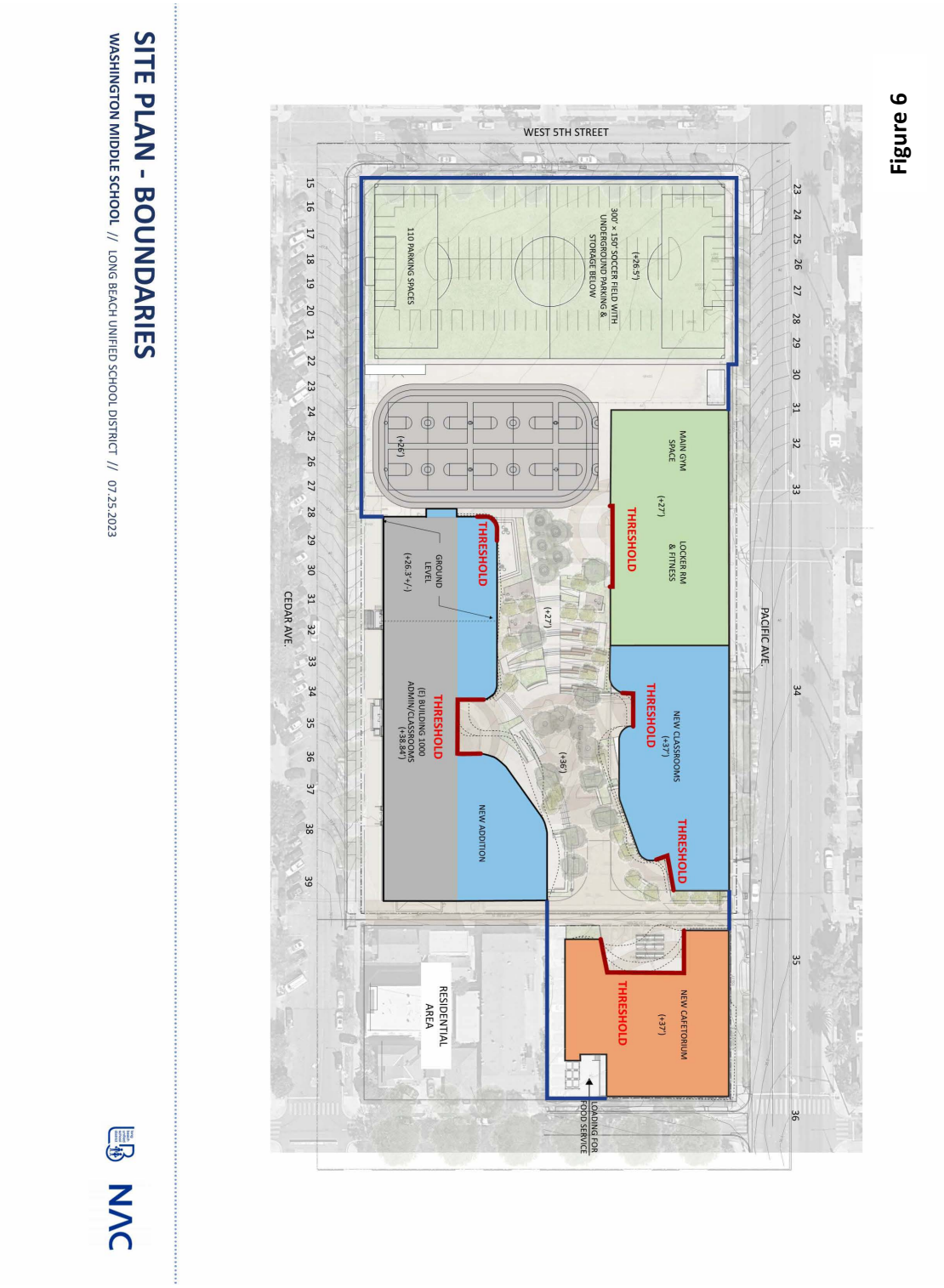
1) While the No Project Alternative would not result in any significant environmental impacts, the Board finds this alternative to be infeasible and less desirable than the Proposed Project. The Board rejects this alternative, because it would not achieve the following Project Objectives:

- Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.
- Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.
- Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements; meet fire and life safety standards; and improve one-site building conditions and utilities.

8.2 PROJECT ALTERNATIVE 1

The Project Alternative 1 would include the original Proposed Project plans; however, the historical administration building (Building A) would not be demolished. Rather, new construction would expand from the building into the center of campus. The construction of this alternative would not result in a significant impact to historical resources as defined under the CEQA. At the completion of construction, the Project site would include the same amount of square footage as proposed in the original project. The student enrollment and capacity would not increase as a result of this alternative. This alternative is considered unfeasible due to the substantial costs associated with expanding the building while keeping the original structure. The Applicant would incur these significant costs, which would result in a financially infeasible project.

Figure 2: Reduced Density Alternative



Compared to the Proposed Project, the Project Alternative 1is environmentally superior in the areas of cultural resources however, the Project Alternative 1 would only partially contribute to the attainment of the Project Objectives.

FINDINGS

1) While the Project Alternative 1 would not result in any significant and unavoidable environmental impacts, the Board finds this alternative to be infeasible and less desirable than the Proposed Project. The Board rejects this alternative, because the District would impose the costs, which would be infeasible.

8.3 CONCLUSION

Of the alternatives analyzed in the EIR, the No Project Alternative is considered the environmentally superior alternative as it would avoid or reduce most of the potential impacts associated with construction and operation of the Proposed Project. However, the No Project Alternative would not meet the objectives of the Proposed Project. Air conditioning equipment, fire safety and improvements to the recreational areas, ADA requirements, on-site buildings conditions and utilities, and classroom sizes would not be updated.

CEQA Guidelines requires that if the No Project Alternative is determined to be the environmentally superior alternative, an environmentally superior alternative must also be identified among the remaining alternatives. As such, the Project Alternative 1 would result in the fewest environmental impacts as compared to the Proposed Project, while still achieving some of the objectives of the Proposed Project.

SECTION 9.0 – FINDINGS ON MITIGATION MONITORING AND REPORTING PLAN

9.1 INTRODUCTION

In accordance CEQA, the District is acting as the Lead Agency for this Proposed Project. Pursuant to CEQA and *CEQA Guidelines* Sections 15091(d) and 15097, the Lead Agency must adopt a program for monitoring or reporting mitigation measures identified in the EIR, if the Lead Agency makes findings of significant impacts during the process of certifying the EIR.[1] The primary purpose of the MMRP is to ensure that the mitigation measures identified in the EIR are implemented thereby reducing or avoiding identified environmental impacts.

9.2 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The purpose of the MMRP is to ensure the effective implementation of the mitigation measures imposed by the District for the Proposed Project. In addition, this MMRP provides a means for identifying corrective actions, if necessary, before irreversible environmental damage occurs. This plan includes:

- A brief description of each impact expected to occur from the Proposed Project
- Mitigation measure(s) associated with each impact
- Responsible monitoring party
- Responsible implementing party
- Implementation phase (i.e., pre-construction, construction, prior to occupancy, post occupancy)
- Complete date/initials of reviewing party

As the Lead Agency for the Proposed Project, the District will be required to comply with all applicable plans, permits, and conditions of approval for the Proposed Project, in addition to implementation of this MMRP. The mitigation measures presented in Table 1 will be implemented as indicated to avoid or minimize environmental impacts of the Proposed Project.

[1] CEQA. Public Resources Code (PRC), Section 21081.6. 2007.

MITIGATION MONITORING AND REPORTING PROGRAM Washington Middle School Transformation Project							
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation Less than Significant (LTS)	Verification of Compliance		
					Initial	Date	Remarks
Cultural Resources							
CUL-1: Historic American Buildings Survey-like Documentation: Prior to the commencement of demolition, the LBUSD should record the contributing buildings through a documentation report based on Historic American Buildings Survey (HABS) standards. The report will be completed by an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards and will be based on the National Park Service (NPS) HABS Level III format and content requirements. The HABS-like report will include digital photographs documenting the interior and exterior of the building, a historical summary, and copies of any available as-builts for the contributing buildings. A hard copy and digital copy of the HABS-like report will be filed with LBUSD, and additional copies may be deposited in the collections of the Long Beach Public Library and Long Beach Heritage Museum, if requested. A digital copy will also be deposited in the California Historical Resources Information System (CHRIS) South Central Coastal Information Center (SCCIC).	Pre-Construction	Pre-construction	Long Beach Unified School District	Significant and Unavoidable Impact			
CUL-2: Salvage and Use of Salvaged Materials: Prior to the commencement of demolition, LBUSD should coordinate with an architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards, the project architect, and the demolition contractor, to develop a list of materials that would be salvaged during demolition and a salvage plan which may include architectural history monitoring during demolition. Salvaged items may be reused as a part of the new school project or elsewhere within the school site or LBUSD. Salvaged items may also be incorporated into interpretive displays within the school (if displayed in an appropriate, archival manner) or donated to museums or historical societies or other appropriate organizations.	Pre-Construction	Construction	Long Beach Unified School District	Significant and Unavoidable Impact			
CUL-3: Interpretive Exhibit: The LBUSD should coordinate with an architectural historian who meets the Secretary of the Interior's Professional Standards to create an exhibit about the contributing school buildings that would be displayed in the Washington Middle School library or other well-visited location in the school. The exhibit would consist of three panels, with each measuring 24" wide and 36" long. The exhibit could include existing or historic photos or plans, along with information about the buildings' history and significance. The Office of Historic Resources (OHR) is provided one round of review and comment on the exhibit.	Pre-Construction	Post-construction	Long Beach Unified School District	Significant and Unavoidable Impact			

MITIGATION MONITORING AND REPORTING PROGRAM Washington Middle School Transformation Project							
Mitigation Measure	**Implementation Phase**	**Monitoring Phase**	**Enforcement Agency**	**Level of Significance After Mitigation** Less than Significant (LTS)	**Verification of Compliance**		
					Initial	**Date**	**Remarks**
CUL-4: LBUSD shall retain the services of a qualified cultural resources consultant and require that all initial ground disturbing work be monitored by a cultural resources monitor. This includes all initial construction activities that will potentially expose or encounter intact subsurface sediments underlying the Project site. The cultural resources consultant shall provide a Qualified Archaeologist, meeting the Secretary of Interior Standards (U.S. Department of Interior, 2008), and require that all initial ground disturbing work be monitored by a cultural resources monitor (monitor) proficient in artifact and feature identification in monitoring contexts. The Consultant (Qualified Archaeologist and/or monitor) shall be present at the Project construction phase kickoff meeting.	Construction	Construction	Long Beach Unified School District	LTS			
CUL-5: Prior to commencing construction activities and thus prior to any ground disturbance in the Proposed Project site, the Consultant shall conduct initial Worker Environmental Awareness Program (WEAP) training for all construction personnel, including supervisors, present at the outset of the Project construction work phase, for which the lead contractor and all subcontractors shall make their personnel available. This WEAP training will educate construction personnel on how to work with the monitor(s) to identify and minimize impacts to cultural resources and maintain environmental compliance and be performed periodically for new personnel coming on to the Project as needed.	Pre-Construction	Construction	Long Beach Unified School District	LTS			
CUL-6: The contractor shall provide the Consultant with a schedule of initial potential ground disturbing activities. A minimum of 48-hours' notice will be provided to the archaeological consultant of commencement of any initial ground disturbing activities that have potential to expose or encounter intact subsurface sediments underlying the Project site. These activities may include grading, trenching, and mass excavation. As detailed in the schedule provided, a monitor shall be present on-site at the commencement of ground-disturbing activities related to the Project. The Consultant shall observe initial ground disturbing activities and, as they proceed, adjust the monitoring approach as needed to provide adequate observation and oversight. All monitors will have stop-work authority to allow for the recordation and evaluation of finds during construction. The monitor will maintain a daily record of observations as an ongoing reference resource and to provide a resource for final reporting upon completion of the Project. The Consultant, the lead contractor, and subcontractors shall maintain a line of communication regarding schedule and activity such that the Consultant is aware of all ground-disturbing activities in advance, in order to provide appropriate oversight.	Pre-construction	Construction	Long Beach Unified School District	LTS			

MITIGATION MONITORING AND REPORTING PROGRAM Washington Middle School Transformation Project							
Mitigation Measure	Implementation Phase	Monitoring Phase	Enforcement Agency	Level of Significance After Mitigation Less than Significant (LTS)	Verification of Compliance		
					Initial	Date	Remarks
CUL-7: If cultural resources are discovered, construction shall construction shall be halted within 50 feet of any cultural artifacts or features, and within 100 feet of any potential human remains, and shall not resume until the Qualified Archaeologist can determine the significance of the find and/or the find has been fully investigated, appropriately documented, and cleared.	Construction	Construction	Long Beach Unified School District	LTS			
CUL-8: At the completion of all ground disturbing activities, the Consultant shall prepare a Cultural Resources prepare Monitoring Report summarizing all monitoring efforts and observations as performed, and any and all prehistoric or historic archaeological finds, as well as providing follow-up reports of any finds to the SCCIC, as required.	Post-construction	Construction	Long Beach Unified School District	LTS			

SECTION 10.0 – FINDINGS ON CHANGES TO THE DRAFT EIR AND RECIRCULATION

10.1 CHANGES TO DRAFT EIR

The Draft EIR has incorporated clarifications since its publication. These revisions have been incorporated into the Final EIR.

10.2 FINDINGS

Pursuant to CEQA, on the basis of the review and consideration of the Final EIR, the Board finds:

- Factual corrections and minor changes are set forth as additions and corrections to the Draft EIR.
- The factual and minor changes to the Draft EIR are not substantial changes that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Proposed Project or any Proposed Project Alternative, a feasible way to mitigate or avoid such an effect, or a feasible Proposed Project alternative.
- The factual corrections and minor changes in the Draft EIR would not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft SEIR.
- The factual corrections and minor changes in the Draft EIR would not involve mitigation measures or alternatives that are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more significant effect(s) on the environment.
- The Draft EIR is not fundamentally inadequate and/or so conclusionary in nature that meaningful public review and comment were precluded.

Thus, based on the Draft EIR, the Final EIR, and the whole of the record, none of the conditions set forth in *CEQA Guidelines* Section 15088.5 requiring recirculation of a Draft EIR have been met. Incorporation of the factual corrections and minor changes to the Draft EIR into the Final EIR does not require the Final EIR to be circulated for public and/or agency comment.

SECTION 11.0 – STATEMENT OF OVERRIDING CONSIDERATIONS

The following Statement of Overriding Considerations is made pursuant to Public Resources Code Section 21081(b) and CEQA Guidelines Section 15093 in connection with the consideration of the Proposed Project. CEQA requires a lead agency to provide written findings supporting the specific reasons for considering a project acceptable when significant impacts are unavoidable. Such reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record. Those reasons are provided in this Statement of Overriding Considerations.

Pursuant to CEQA Section 21081(b) and *CEQA Guidelines* Section 15093, the Board has balanced the benefits of the Proposed Project against the significant unavoidable cultural resource impacts associated with the Proposed Project, despite the adoption of all feasible mitigation measures. The Board finds that the economic, social, and other benefits of the proposed project outweigh the significant and unavoidable impacts identified in the EIR and in the record, as set forth in Section 11.1, below:

11.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Based on the information and analysis set forth in the Final EIR and the record proceedings, implementation of the Proposed Project would result in significant and unavoidable impacts to cultural resources due to the demolition of Building A and Building B. This would occur despite the implementation of the feasible mitigation measures identified in the EIR and listed above. The buildings are a historical resource determined to be eligible for listing in the California Register of Historic Places. While the mitigation measures described above have been provided to mitigate impacts to the extent feasible, including an interpretive display preparation of a HABS Level III (or similar) document by a SOI-qualified architectural historian, impacts to historical resources from demolition of the buildings remain significant and unavoidable.

11.2 OVERRIDING CONSIDERATIONS

The District has (i) independently reviewed the information in the Final EIR and the record of proceedings; (ii) made a reasonable and good faith effort to eliminate or substantially lessen the impacts resulting from the project to the extent feasible by adopting the mitigation measures identified in the EIR; and (iii) balanced the Proposed Project's benefits against the Proposed Project's significant unavoidable cultural resource impacts.

The Board finds that the Proposed Project's benefits outweigh the Proposed Project's significant unavoidable impacts and chooses to approve the Proposed Project, despite its significant and unavoidable effects, because, in its view, those impacts are considered acceptable in light of the project's benefits. The Board finds that each of the following benefits is an overriding consideration, independent of the other benefits, which warrants approval of the Proposed Project notwithstanding the Proposed Project's significant unavoidable cultural resources impacts. Substantial evidence supports the various benefits. Such evidence can be found in the preceding findings, which are incorporated by reference into this section, the Final EIR, and the documents which make up the Record of Proceedings. Implementation of the Proposed Project would provide public benefits described below.

11.2.1 <u>Project Goals and Objectives</u>

The intended objectives of the Proposed Project are to:

1) Air-conditioning equipment will be upgraded with modern, energy-efficient systems to improve classroom conditions and prevent class cancellations due to overheated classrooms.

2) Improvements to indoor and outdoor areas include upgrades to the fire alarm system and improvements to recreational areas, such as the sports field and gym, to provide students access to safe, supervised activities apart from the daily classroom schedule.

3) Due to several District campuses being built 60 to 80 years ago, the outdated buildings require transformation of the campus to provide more appropriate classroom sizes, meet ADA accessibility requirements; meet fire and life safety standards; and improve one-site building conditions and utilities.

11.3 PROJECT BENEFITS

Measure E bonds were approved on June 23, 2016, to support upgrades to aging schools within the Long Beach Unified School District. The $1.5 billion school repair and safety bond measure includes repairs, technology improvements, HVAC, and school safety improvements. Measure Q bonds were approved in November 2022 to support health, safety, and student achievement within the District. The $1.7 billion measure aims to do improve plumbing systems, maintain safe drinking water, upgrade schools to meet accessibility and earthquake safety standards, other health and safety improvements, renovation of libraries, science labs, and computer labs, fund construction of new career education spaces, new or renovated athletic facilities, new air conditioning systems at aging campuses.

The objectives of the Proposed Project include health, safety, and student achievement.

11.4 CONCLUSION

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the District has determined that the identified significant and unavoidable impacts may be considered “acceptable” due to the specific considerations listed above that outweigh the significant and unavoidable impacts that would result from implementation of the Proposed Project. Accordingly, the District adopts the Statement of Overriding Considerations, recognizing that significant and unavoidable impacts would result from implementation of the Proposed Project. Having (1) adopted all feasible mitigation measures, (2) rejected alternatives to the Proposed Project, and (3) recognized all unavoidable significant impacts, the District hereby finds that each of the separate benefits of the Proposed Project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the Proposed Project and outweighs and overrides its significant and unavoidable impacts.

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