



CITY OF LONG BEACH

R-27

PLANNING AND BUILDING

333 West Ocean Boulevard • Long Beach, CA 90802 • (562) 570-6428 FAX (562) 570-6068

April 17, 2007

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Adopt the attached resolution opposing the establishment of a Los Angeles Unified School District Public High School at 4110 South Santa Fe Avenue, Long Beach, and oppose the certification of the associated EIR (SCH# 2005041116) by the Los Angeles Unified School District School Board, on April 24, 2007. (District 8)

DISCUSSION

The Los Angeles Unified School District (LAUSD) proposes to build a new high school on a 13.7-acre site, located at 4110 Santa Fe Avenue in the City of Long Beach. While the site is in the City of Long Beach, it is also within LAUSD's service delivery area. The subject property is currently improved with industrial buildings that are used for industrial purposes. This property has both industrial zoning (IM, Medium Industrial) and a General Plan industrial land use designation (9G, General Industry).

The City of Long Beach objected to the selection of this site upon notification that it was being considered. The reasons for this objection include: 1) the City believes the Final EIR is inadequate pursuant to the CEQA Guidelines, 2) the school will not serve students residing in the City of Long Beach, 3) the project will create demands on Long Beach fire, police, gas and water services, and 4) the project will impact traffic and parking in the surrounding areas. Establishment of a high school on an industrial property will also mean the loss of available industrial property that could support trade and technology-related job production.

As the lead agency, LAUSD staff prepared a Draft Environmental Impact Report (EIR) (SCH# 2005041116) regarding this project. On November 1, 2005, the City Council directed the City Manager to prepare comments in response to the Draft EIR. On May 23, 2006, the City Council directed the City Manager to transmit said comments to the lead agency (Attachment A).

In response to the City's comments, a Recirculated EIR was prepared by the LAUSD. Again, the City prepared comments to the Recirculated Draft EIR on March 16, 2007 (Attachment B). The comments are basically the same as they were on the original Draft EIR.

On April 10, 2007, the Mayor wrote a letter (Attachment C) to the LAUSD Superintendent and Board Members objecting to the proposed construction of the high school and requested an additional 30 days for staff to review the Final EIR which the City received on April 9, 2007.

The LAUSD School Board Facilities Sub-Committee met on April 12, 2007 to discuss the Final EIR, and denied additional time for the City to review the Final EIR. The Facilities Sub-Committee recommended that the document be sent to the full LAUSD School Board meeting for certification, on April 24, 2007.

Long Beach City staff believes that the Final EIR is inadequate pursuant to CEQA Guidelines, in regards to:

- Project Description;
- Air quality methodology analysis;
- Land Use analysis;
- Hazards and Hazardous Materials;
- Noise;
- Pedestrian Access and Safety'
- Traffic Impacts;
- Parking analysis;
- Public Services: Fire and Police Services;
- Public Utilities: Water Supply and Wastewater;
- Cumulative Analysis; and
- Alternatives Analysis.

Assistant City Attorney Michael J. Mais reviewed this letter on April 12, 2007.

TIMING CONSIDERATIONS

City Council action on this matter is requested immediately as the LAUSD School Board is scheduled to certify the EIR (SCH# 2005041116) on April 24, 2007.

FISCAL IMPACT

The project is expected to have a substantial adverse fiscal impact on the City. All municipal services, including fire, police, emergency medical response, gas and water, would be the responsibility of the City of Long Beach.

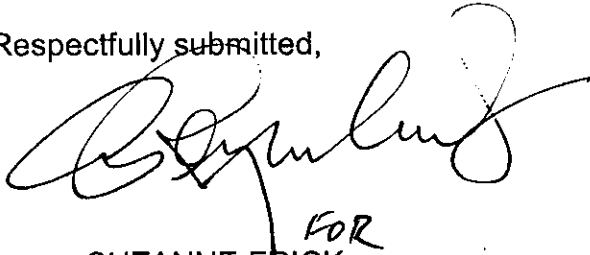
In addition to the cost impacts of providing municipal services, the high school would convert an economically viable property from future industrial uses to a tax exempt use.

Surrounding properties would also be subject to the South Coast Air Quality Management District Rule 1401.1, which restricts the type of land use permits that can be granted within 1,000 feet of an existing school. Therefore, the high school would not only limit the economically productive use of the project site, but also the potential use of nearby industrial properties.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



FOR
SUZANNE FRICK
DIRECTOR OF PLANNING AND BUILDING

SF/ar

Attachments:

- A. Comments on Draft EIR
- B. Comments on Recirculated Draft EIR
- C. Mayor's Letter

APPROVED:


for
GERALD R. MILLER
CITY MANAGER



CITY OF LONG BEACH

~~R-37~~

DEPARTMENT OF PLANNING AND BUILDING

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-8651 - FAX 562/570-8205

May 23, 2006

HONORABLE MAYOR AND CITY COUNCIL
City of Long Beach
California

RECOMMENDATION:

Direct City Manager to transmit comments on the Draft Environmental Impact Report for the proposed Los Angeles Unified School District South Region High School No. 4, located near the northeast corner of Santa Fe Avenue and Carson Street. (District 8)

DISCUSSION

The Los Angeles Unified School District (LAUSD) is proposing to build a new high school on a 13.7-acre parcel in the City of Long Beach near the northeast corner of Santa Fe Avenue and Carson Street. The school is intended to serve students residing in the City of Carson, but is proposed to be located in the City of Long Beach due to a discrepancy between the City boundaries and the school district boundaries.

This proposed high school, known as South Region High School No. 4, would provide 182,000 square feet of facilities with approximately 67 classrooms to serve 1,809 students in grades 9 through 12 (see attached map). The project would include a library/media center, a performing arts center, two gymnasiums, administrative offices, a police/security facility, and space for ancillary uses. Athletic facilities and recreational space would include a lighted stadium to accommodate various sports fields as well as separate basketball, tennis and handball courts. Additionally, a proposed joint use agreement with the City of Carson would permit the construction and use of a softball field in Dominguez Park, which abuts the project site northern boundary. A total of 168 parking spaces would be provided in an underground on-site structure for school faculty and staff only. There would be no on-site student or visitor parking areas.

The subject property is currently improved with industrial buildings that are used for industrial purposes. This property has both industrial zoning (IM, Medium Industrial) and General Plan land use (9G, General Industry) designations.

The City of Long Beach has objected to the selection of this site since hearing that it was being considered. The reasons for this objection include the facts that the school will not serve students residing in the City of Long Beach, the project will create demands on Long Beach fire, police, gas and water services, and the project will impact traffic and parking in the surrounding areas. Establishment of a high school on an industrial property will also mean the loss of available industrial property that could support trade and technology-related job production. Since the public rights-of-way

Attachment A

along Santa Fe Avenue and Carson Street are within the City of Long Beach, the Department of Public Works would be responsible for all street maintenance and improvement projects.

At its regular November 1, 2005 meeting, the City Council directed the City Manger to prepare comments in response to the Draft Environmental Impact Report (DEIR) for this proposed high school and agendize the issue for City Council consideration prior to transmittal of comments to the LAUSD.

The comments on this Draft EIR are attached to this Council letter for City Council consideration. The major issues and recommendations are as follows:

- There is no Land Use analysis chapter in the Draft EIR. Given the impact of this project on the economic viability of the surrounding industrial areas, the Draft EIR should be recirculated to provide a full evaluation of the project's impacts on local land use planning and economic development;
- The Preliminary Environmental Assessment currently under review with the California Department of Toxic Substances Control contains significant project information and should be incorporated into a recirculated Draft EIR;
- Since no on-site parking areas are provided for students or visitors, a high school intended to serve over 1,800 students will endanger student safety and create enormous parking demands in both the surrounding residential and industrial areas. The pedestrian analysis in the Draft EIR is flawed and provides misleading information;
- The traffic study is based on incorrect calculations and does not properly consider the requirements of the Long Beach City Traffic Engineer in the proposed street and crosswalk improvements. A revised traffic, parking and pedestrian analysis must be included in a recirculated Draft EIR;
- The project would negatively impact both Long Beach Police and Fire Department protective services;
- Pursuant to State law, a Water Availability Assessment must be prepared by the Long Beach Water Department since the project site is within its service area. This Assessment should be included in the recirculated Draft EIR; and
- The range of project alternatives is inadequate and the approach to alternative sites is limited to conclusory statements lacking supporting evidence. A revised Alternatives chapter must be included in the recirculated Draft EIR to properly disclosure the criteria used in evaluating alternative project sites.

TIMING CONSIDERATONS

City Council action on this matter is requested immediately as the deadline for submitting comments to the LAUSD is May 28, 2006. Since May 28, 2006 is actually a Sunday, comments should be received by the LAUSD no later than Friday, May 26, 2006.

FISCAL IMPACT

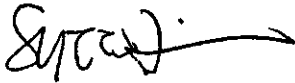
The project is expected to have a substantial adverse fiscal impact to the City. All municipal services, including fire, police, emergency medical response, gas and water, would be the responsibility of the City of Long Beach.

In addition to the cost impacts of providing municipal services, the high school would remove an economically viable property from future industrial uses to a tax-exempt use. Surrounding properties would also be subject to the South Coast Air Quality Management District Rule 1401.1, which restricts the type of land use permits that can be granted within 1,000 feet of an existing school. Therefore, the high school would not only limit the economically productive use of the project site, but also the potential use of nearby industrial properties.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



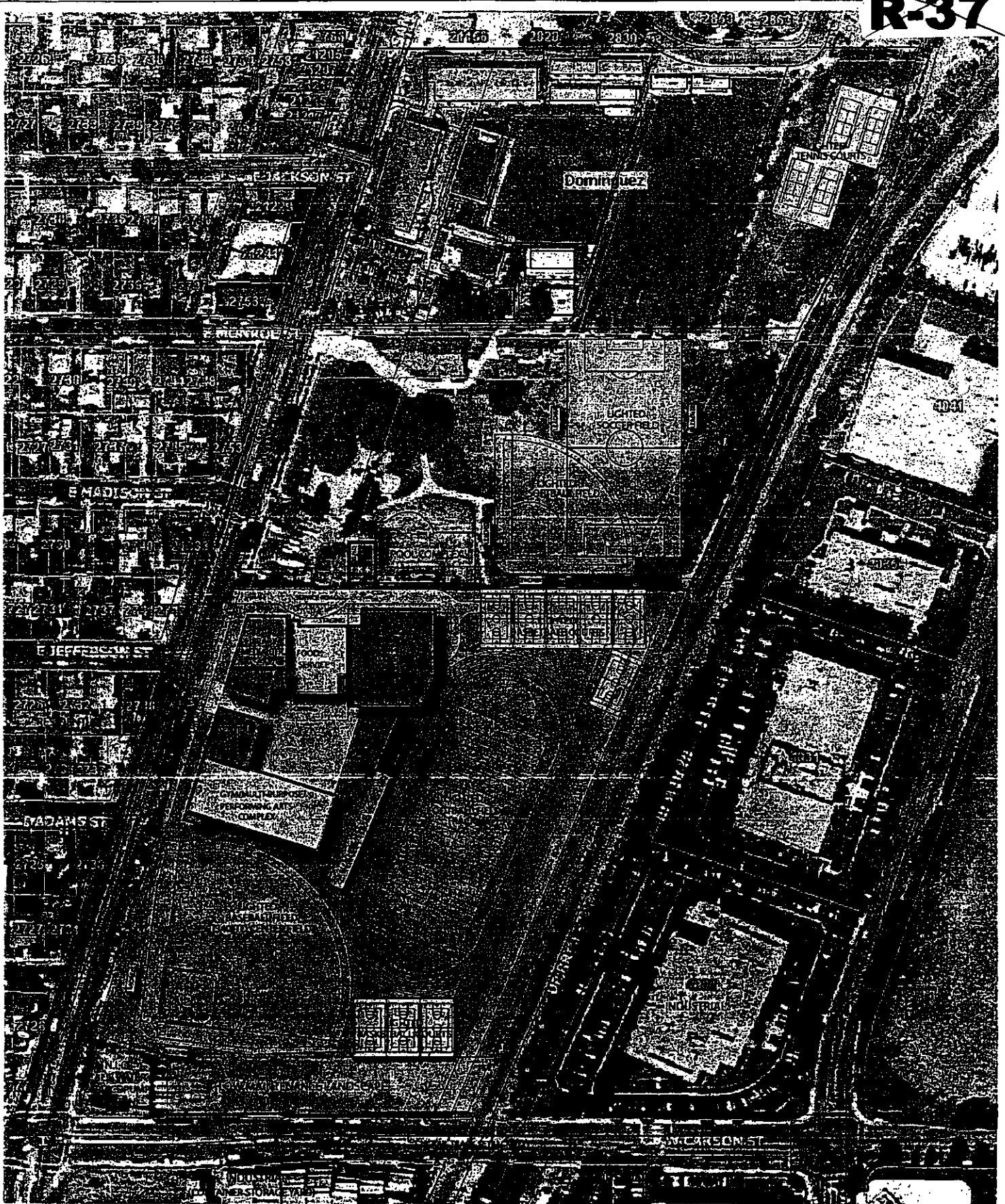
SUZANNE FRICK
DIRECTOR OF PLANNING AND BUILDING

SF/ar

Attachments:
Project Map
Comment letter to LAUSD

APPROVED:


GERALD R. MILLER
CITY MANAGER



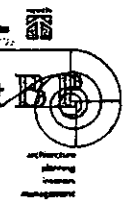
SITE OPTION # 1A

SOUTH REGION HIGH SCHOOL # 4
Los Angeles Unified School District



tBP/Architecture
3701 WILSHIRE BLVD., SUITE 535
LOS ANGELES, CALIFORNIA

2300 NEWPORT BLVD.
NEWPORT BEACH, CALIFORNIA
05/26/2004





CITY OF LONG BEACH

DEPARTMENT OF PLANNING AND BUILDING

333 W. Ocean Blvd. - Long Beach, CA 90802 - 562/570-6651 - FAX 562/570-6205

May 23, 2006

Jessica Rappaport
CEQA Project Manager/Consultant
Los Angeles unified School District
Office of Environmental Health and Safety
355 S. Grand Avenue
15th Floor
Los Angeles, CA 90071

**RE: Comments on Draft Environmental Impact Report
Proposed South Region High School No. 4
State Clearinghouse No. 2005041116**

Dear Ms. Rappaport:

The City of Long Beach has reviewed the Draft Environmental Impact Report (EIR) on the proposed South Region High School No. 4 for the Los Angeles Unified School District (LAUSD) and has the following comments to provide in accordance with Section 15086 of the California Environmental Quality Act (CEQA) Guidelines. The City of Long Beach is identified as a Responsible Agency on page 2.16 of this EIR as defined by both Public Resources Code Section 21069 and CEQA Guidelines Section 15381.

Issues Not Analyzed in EIR

The following environmental issues were not adequately addressed in the EIR to meet minimal compliance with CEQA requirements.

Land Use and Planning

There is no Land Use analysis chapter. The local General Plan Land Use Element and Zoning Code designations are only briefly discussed on page 2.9 of the Project Description chapter. It is acknowledged in the EIR that elementary and secondary schools are not identified as permitted uses in the project site zoning district (IM, Medium Industrial).

The project will remove an economically productive property from future industrial uses. Furthermore, as noted on page 3A.16 of the EIR, South Coast Air Quality Management District (SCAQMD) Rule 1401.1 "restricts the types of permits that can be granted within 1,000 feet of an existing school." The EIR confirms that "the new school may restrict the potential use of industrial property." This 1,000 foot restriction would therefore take in properties located south of Carson Street that are currently zoned IM Medium Industrial, as well as properties east of the Union Pacific railroad track that are in the West Long Beach Business Parks Planned Development District (PD-26), a special zoning district that permits light industrial and warehousing uses. This SCAQMD Rule could also have a ripple effect on nearby industrial

properties outside of this 1,000 foot restriction area by driving away existing and potential businesses that perceive a reduced industrial area as diminished in economic usefulness. The EIR does not discuss the project potential for adverse economic and fiscal impacts to the City of Long Beach as well as the negative impact to existing and future businesses due to this future limitation placed on industrial land uses in and around the project site.

Preservation of existing industrial properties is a primary goal for the City of Long Beach. Imposition of a school land use into a well established industrial area is contrary to continuing efforts by the City of Long Beach to protect and retain industrial jobs in the region.

The project site is also near land uses that are typically considered incompatible with a high school location:

- There is a Port operated cargo container storage land use (Harding Containers) on the south side of Carson Street opposite the southern boundary of the project site. This storage facility has a chain link fence with both barbed wire and razor ribbon abutting the sidewalk.
- East of the railroad track is a business and industrial park area (the PD-26 West Long Beach Business Parks Planning Development District) that permits manufacturing and warehouses uses.
- The intersection of Carson Street and Santa Fe Avenue contains a liquor store at the northwest corner, a gas station and mini-market at the southwest corner and a vacant lot at the southeast corner.

Given the impact of this project on future land use planning and economic growth in the surrounding industrial areas, the EIR should be recirculated to provide a full analysis of these issues in a Land Use chapter. This EIR land use impact analysis should include a full evaluation of any project conflicts with all applicable local and regional plans, policies and regulations, including, but not limited to, the following:

- Long Beach Zoning Code;
- Long Beach General Plan;
- Long Beach 2010 Strategic Plan;
- Long Beach Jobs and Business Strategy; and
- Regional Comprehensive Plan and Regional Transportation Plan by the Southern California Association of Governments (SCAG).

Cumulative Impacts

The City of Long Beach provided LAUSD with a comprehensive list of major projects proposed or currently under development in the project site vicinity for consideration in the EIR Cumulative Impact analysis. Unfortunately, the EIR reduced the Cumulative Projects list to only eleven projects located in Long Beach as shown in Table 2-1.

The EIR cumulative analysis must include all planned growth for the Ports of Long Beach and Los Angeles. Burlington Northern Santa Fe Railroad (BNSF) has proposed a near-dock facility, known as the Southern California International Gateway, which by BNSF estimates would increase capacity from under one million to 1.5 million containers annually. The City of Long

Beach provided comments to the Notice of Preparation for this project, in accordance with CEQA Guidelines Section 15082, on December 14, 2005. In addition, Union Pacific Railroad has proposed expansion of the Intermodal Container Transfer Facility (ICTF) that would increase capacity from 750,000 to over 1.6 million containers annually. Both of these projects are located by the Terminal Island Freeway/Sepulveda Boulevard intersection, which is just a couple miles south of this proposed high school site. This potential increase in truck volumes and accompanying air and noise impacts cannot be overlooked when assessing the cumulatively considerable environmental effects of this project with the reasonably foreseeable future growth in the surrounding industrial areas.

No criteria were provided in the EIR to justify this reduced cumulative projects evaluation list. The EIR must therefore be recirculated with a complete Cumulative Projects List and full analysis of whether the project's incremental effects would be considered cumulatively considerable given the full range of cumulative projects in accordance with CEQA Guidelines Section 15130. All reasonably foreseeable Port related projects must be included in the cumulative analysis.

Mitigation Monitoring Program

The EIR must include a Mitigation Monitoring Program pursuant to Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097 in addition to the Summary of Mitigation Measures in Table ES-2 of the Executive Summary. This Program should clearly identify for each mitigation measure:

- The triggering event in the construction and/or operational phases of the project;
- The entity or public agency responsible for carrying out the mitigation measure;
- The required actions for completion of each mitigation measure; and
- The estimated duration of the mitigation measure and estimated date of completion.

Executive Summary

Nearby industrial uses are characterized as "light industrial" on page ES.1. The Port of Long Beach cargo container storage facility (Harding Containers) located on the south side of Carson Street directly opposite the project site and the Union Pacific rail line abutting the eastern boundary of the project site would be more accurately described as freight transportation uses than light industrial, an important distinction that reflects the incompatibility of a high school location at the edge of Port-related shipment activities.

This Executive Summary section should identify the following as required under CEQA Guidelines Section 15123:

- Areas of controversy known to the lead agency, including issues raised by agencies and the public; and
- Issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects

Chapter 2. Project Description

The EIR should provide the LAUSD criteria for determining this Target Search Area. The rationale given on page 2.1 was to relieve overcrowding at Carson and Banning High Schools. However, both high schools are located outside this Target Search Area. Banning High School is approximately two miles to the south and Carson High School is approximately one mile southwest of the Target Search Area.

The following questions need to be fully answered to provide an understanding into the evaluation standards and process applied in determining this Target Search Area:

- Why was a site at the extreme eastern edge of Carson neighborhoods chosen as the preferred site to serve Carson and Wilmington students when other alternative sites identified in Figure 2-1 are more centrally located in the Target Search Area?
- Why was this site chosen when the California Education Code sets forth Site Evaluation Standards that recommend against sites, such as this project site, that are within 1,500 feet of a pipeline carrying hazardous materials?
- What other existing high schools or school districts could adequately serve the Target Search Area without the need for a new high school?

Chapter 3A. Air Quality Impacts

Exposure of students and school employees to poor air quality is the primary concern for this environmental issue. The air dispersion models used in the Health Risk Assessment do not fully address asthma and other respiratory illnesses that current studies show to have more adverse effects in schools adjacent to industrial uses and transportation corridors.

The project site is located in the South Coast Air Basin, which is considered non-attainment for one hour ozone levels, PM₁₀, PM_{2.5}, and carbon monoxide. The EIR states on page 3A.17 that the project is expected to reduce emission levels through the reduction of vehicle miles traveled, and therefore with no proposed schools within a one-mile radius, the project would not contribute to cumulative air quality impacts. This line of reasoning appears flawed since morning and afternoon peak demand to the school could generate over 1,000 vehicle trips within this time frame assuming that most of the 57.7% student trips are by car as stated on page 3D.6 of the EIR. Further, these peak period vehicle trips would be concentrated in close proximity to the project site by a heavily traveled intersection (Santa Fe Avenue and Carson Street) that presently carries 25,000 cars per day (page 3D.1).

Not only would the project place a sensitive receptor land use close to industrial and railroad activities, the absence of on-site parking for students and visitors will increase vehicle miles traveled beyond direct destinations by forcing searches for off-site parking spaces. This will undoubtedly spill into the industrial areas east and south of the project site, resulting in truck and passenger vehicle conflicts in both parking and trip movement demands. Peak hour increases in traffic volumes will also create congestion along the major streets, resulting in trucks staying longer in the immediate project vicinity. Therefore, the project will worsen this area's poor air quality by adding more vehicle trips during peak periods, create searches for off-site parking spaces during the morning peak period that will unnecessarily add travel miles, create competition for off-site parking spaces in the industrial areas between trucks and

students/school visitors, and lead to delays in truck movements from project-generated traffic congestion, particularly at the Santa Fe Avenue/Carson Street intersection.

California Education Code Section 17211 states that each new or expanded public school site must be evaluated according to certain specific Site Evaluation Standards set by the State legislature and the State Department of Education. These standards include environmental considerations that would keep schools free from air pollution, dust and smoke. However, as shown on Table 4-1 of the EIR, the LAUSD Site Selection Criteria does not include air pollution as an environmental consideration. Not to consider air pollution effects on students and other school facility occupants is a serious oversight and in direct conflict with State law.

Given the project-generated air quality impacts from this direct increase in peak period traffic volumes, miles traveled and traffic delays, the following corrective actions are needed:

- The EIR must be recirculated to provide a full evaluation of cumulative air quality impacts from project-generated traffic volumes; and
- Since cumulative air quality impacts during morning and afternoon peak demand periods would appear to be cumulatively considerable, the EIR should identify project operations, and not just project construction, as an unavoidable adverse significant impact requiring approval of a Statement of Overriding Considerations prior to project approval.

The air quality analysis should also address the conclusions from the following recent studies in relation to project impacts:

- City of Long Beach Baseline Air Quality and Noise Human Health Risk Assessment, approved by the Long Beach City Council on May 24, 2005;
- SCAQMD MATES II; and
- California Air Resources Board study on diesel particulate matter exposure in the Ports (Diesel Particulate Matter Exposure Assessment for the Ports of Los Angeles and Long Beach, draft, October 2005)

Chapter 3B. Hazards and Hazardous Materials

Project Site Hazards

The proposed project site is located near the following industrial facilities and sites with potentially hazardous emissions that make this site unattractive and unsafe for school use:

- Figure 3B-1 provides the locations of eight potential hazardous release sources within one-quarter mile of the project site.
- Figure 3B-2 identifies a high-pressure crude oil pipeline and a high-pressure fuel pipeline that both abut the project site boundaries.
- A Union Pacific main railroad track abuts the eastern boundary of the project site with no wall or grade separation to prevent pedestrian access.
- A 55 kV Edison power line runs along the northern public right-of-way along Carson Street that abuts this project site.

The Site Evaluation Standards set forth in the California Education recommends that school districts avoid sites that are close to high voltage power lines or within 1,500 feet of a pipeline carrying hazardous materials. Under State law, school districts must make a written determination to the State Department of Education that a proposed school site is not located by any pipelines, situated underground or aboveground, which carry hazardous materials, substances, or wastes, unless the pipeline is used only to supply natural gas to the school or neighborhood.

The project site location therefore violates the State's Site Evaluation Standards. The following corrective action is needed:

- The recirculated EIR must explain the reasons why the LAUSD selected a project site that directly conflicts with the Site Evaluation Standards for new school sites.

Preliminary Environmental Assessment

A Preliminary Environmental Assessment (PEA) has been prepared for this project and is currently under review by the California Department of Toxic Substances Control (DTSC). A 30 day public review period on this PEA commenced on April 21, 2006 and ends on May 22, 2006. The DTSC must then approve or disapprove the PEA within 30 days from the close of this 30 day public review period.

The EIR reports on page 3B.7 that the PEA process is a component of the California regulations governing school siting that is distinct from and occurs parallel with the CEQA review process. However, school construction cannot begin unless the DTSC determines that the site does not pose a risk to future occupants and neighboring land uses. Compliance with the PEA process and DTSC approval is therefore considered a project component rather than a mitigation measure.

If the PEA process and DTSC approval are considered a project component, then both the Draft PEA Report and DTSC approval determination should be included in this EIR. Instead, the EIR makes a conclusory statement on page 3B.7 that since "compliance with the PEA process and DTSC approval is intended to ensure that the school site does not pose a health risk to future occupants and neighbors, project impacts with regard to on-site contamination are presumed to be less than significant." A presumption of less than significant impact without documented analysis does not provide a good faith effort at full disclosure of information directly related to possible environmental consequences.

Circulation of the EIR prior to completion of the PEA process is therefore premature. Depending upon the DTSC determination, there could be changes to the project proposal or additional studies that could constitute new information of substantial importance. The following corrective action is needed:

- All documentation related to the PEA process should be incorporated into the CEQA review process as a recirculation of the EIR.

Emergency Evacuation Plan

While the EIR recognizes that both derailment and pipeline rupture are potentially significant impacts, the EIR only provides mitigations related to project design features. This Section should be revised in the recirculated EIR to include the following:

- A full discussion of an emergency evacuation plan in the event of a railroad derailment or hazardous materials spill on the railway or street system; and
- More specific information for Mitigation Measure No. 3B-2 (page 3B.14) regarding the preferred design components of an engineering barrier for campus protection in the event of a train derailment.

Chapter 3C. Noise

The proposed project is located entirely within the City of Long Beach and must fully comply with the Long Beach Noise Ordinance, Municipal Code Section 8.80.

Operation of this proposed school facility will expose students and school employees to significant noise levels from nearby highway and rail traffic. The EIR on page 3C.24 states that noise generated by rail line operations will result in a maximum level of 75.2 dB(A) at the playfields and tennis courts, with the closest classroom approximately 360 feet from the railway centerline. Also on this page, the EIR states that the project site currently experiences noise levels between 68.6 to 70.1 dB(A) "at the location of the proposed classrooms, which is approximately 75 feet from the centerline of Santa Fe Avenue (which carries between 10,000 and 25,000 car per day as stated on page 3B.14 of the EIR). However, the only mitigation measure proposed to address roadway and railway noise, Mitigation Measure 3C-7, only involves classroom design to achieve an interior noise level of 45 dB(A).

The EIR states on page 3C.26 states that "(n)o feasible mitigation exists to reduce combined Santa Fe Avenue and Carson Street road noise and rail noise impacts on outdoor areas on campus and these impacts would remain significant." Therefore, this impact is included in Chapter 5.4 Significant Unavoidable Environmental Impacts. This project impact leads to two important considerations:

- A Statement of Overriding Considerations must be approved by the lead agency in accordance with CEQA Guidelines Section 15093; and
- The fact that existing noise conditions in the project site vicinity constitute a significant unavoidable adverse impact further demonstrates that this land use is incompatible with the existing industrial nature of the surrounding land uses and the accompanying traffic volumes and rail freight.

Chapter 3D. Pedestrian Access and Safety

As noted on EIR page 3D.1, "sidewalks are discontinuous on Carson Street in vicinity of the project site." There is no sidewalk abutting the project site along the northern side of Carson Street between the existing warehouse entry and the railroad right-of-way. In addition, the sidewalk along the southern side of Carson Street opposite the project site abuts a chain link

fence with barbed wire and razor ribbon that separates an existing cargo container storage site from the public right-of-way. The main railroad track right-of-way runs along the eastern project site border. There is also an existing liquor store at the northwest corner of Carson Street and Santa Fe Avenue.

Pedestrian Impacts

The EIR states on page 3D.10 that "approximately 21.6% of students typically walk or bicycle to high schools within LAUSD, which translates to 125 students for the proposed project." Since this project is intended to serve up to 1,809 students, as reported on page 2.2, then 21.6% of that student population would be 391 students.

A pedestrian analysis based on 125 students is therefore flawed and produces misleading information. Furthermore, since the project would provide no on-site parking for students or visitors, all project-generated student and visitor vehicular trips would also become pedestrian trips once the vehicle is parked off-site.

Page 3D.6 of the EIR estimates that 57.7% of all anticipated students would travel to the project site by car. Assuming each vehicle trip is driver only occupancy, the worst case morning pedestrian demand would add 1,043 driver and pedestrian trips to the 391 pedestrians, resulting in up to 1,434 students crossing Santa Fe Avenue or Carson Street during morning peak demand. While it is probable some of these project generated vehicular trips will be adults dropping off students without parking, recent State legislation now prohibits persons under 18 years of age from driving other minors to school campuses, thereby increasing the likelihood students driving to school will be the sole vehicle occupants.

The recirculated EIR must therefore provide a revised pedestrian analysis that includes the following:

- The correct ratio of project-generated pedestrian trips that solely involve walking or bicycling;
- Inclusion of project-generated pedestrian trips that result from students and visitor vehicular trips with off-site parking.

Pedestrian Traffic Patterns

Despite these existing conditions, the EIR states on page 3D.10 that "no students are expected to travel from the southeast or east of the project site" and therefore "the presence of the San Pedro Subdivision rail line east of the proposed school site and Carson Street to the south would not constitute pedestrian safety hazards." This conclusion only takes into account the travel direction from student residences and does not address student travel patterns to other nearby destinations.

More importantly, the lack of on-site student and visitor parking insures morning peak trips will involve searches for parking spaces that will spill into the industrial areas. Since the City of Carson has a preferential parking program, school-generated parking demands in the residential area west of the project site could lead to parking restrictions that would force most student and visitor parking into the adjacent industrial area (also see comments on Chapter 3G. Traffic and Transportation below). This would create student pedestrian travel patterns across

streets with large truck volumes, jeopardizing student safety as well as impeding truck movements. Placing students in direct conflict with industrial traffic patterns would be the regrettable outcome of this flawed school site selection.

The recirculated EIR should therefore include an analysis of the following nearby land uses in relation to student safety:

- The adjacent industrial area, which will lead to student conflicts with truck traffic;
- The railroad right-of-way area, which is an attractive nuisance for students seeking seclusion for any variety of reasons; and
- The mini-market, liquor store and other commercial land uses at the Carson Street/Santa Fe Avenue intersection provide incentives for students to travel off a direct school to home path.

Traffic Impact Analysis

The proposed student pick-up and drop-off turnout would be located on the northbound side of Santa Fe Avenue. The project site driveway for the faculty and staff parking garage is located north of this turnout. The EIR acknowledges the potential for conflicts between cars exiting the turnout to re-enter Santa Fe Avenue and cars attempting to enter and exit the school driveway, but provides no relief from this design conflict other than requiring vehicles exiting the driveway to right turn only onto Santa Fe Avenue (which is offered as a project design subject to possible future alteration rather than a mitigation measure requiring compliance).

As discussed above, the absence of on-site student and visitor parking will create peak period traffic congestion beyond what would occur through the introduction of additional vehicular trips generated by a school land use. The residential neighborhood would be overwhelmed with vehicles searching for parking spaces, likely leading to parking restrictions that would force parking demand into the industrial area. Not only would this create safety hazards to pedestrians, it would diminish the value of these industrial properties by impacting accessibility. This is particular true for the area east of the project site, known as the West Long Beach Business Parks Planned Development District, which is dependent on Carson Street for all direct access. It would be an unavoidable factor in locational decision making that an industrial property impacted by student parking and pedestrian traffic would be less attractive to businesses than other properties without this functional deficiency.

The Traffic Impact Analysis in Appendix H of this EIR reports that that the LAUSD has recently established the following traffic and pedestrian safety performance standards which this proposed project does not meet:

- Whenever feasible, student and bus drop-offs shall be located out of the active traffic flow. Student drop-off areas shall be located off "major streets" (i.e., consisting of four or more active traffic lanes or streets experiencing 500 or more vehicle trips during the AM peak hour). Santa Fe Avenue meets the "major street" category since it consists of four travel lanes and both the existing and future AM peak hour traffic volumes are greater than 500 vehicles.
- Right Turn Only controls are required if turning movements have the potential to create safety hazards or traffic congestion. Vehicle access, including driveways and

service roads to the school site shall, where feasible, be aligned with opposing streets to form four-way intersections with sufficient traffic controls. A project access point is proposed to be located along the east side of Santa Fe Avenue between Madison and Jefferson Streets that would create a T-intersection with Santa Fe Avenue rather than a four-way intersection.

- School site access ways shall be located and designed in concert with student drop-off areas and the dominant existing traffic flow in the area to promote safe and orderly turning movements and pedestrian crossings.

The Traffic Impact Analysis concludes that relocation of the proposed drop-off area and aligning the project access driveway with Jefferson Street with a new traffic signal "would minimize or eliminate many of the above issues."

The recirculated EIR should acknowledge the following facts:

- The City of Long Beach is responsible for the sides of Santa Fe Avenue and Carson Street that abut the project site, not the City of Carson;
- All proposed traffic control devices, signals, signs, crosswalks and drop-off areas on the east side of Santa Fe Avenue and the north side of Carson Street must be reviewed and approved by the City of Long Beach Traffic Engineer, not the City of Carson;
- Mitigation Measure 3D-2 incorrectly assigns responsibility of passenger loading zone signage to the City of Carson;
- No proposal is made regarding loading/unloading zones on the east side of Santa Fe Avenue, which is under the jurisdiction of the City of Carson;
- No school bus loading area is specifically identified in the EIR, only a general reference;
- The EIR on page 3D.11 states that design of the student drop-off on Santa Fe Avenue does not comply with LAUSD performance requirements. While vehicles exiting the project site would be limited to right turns only on Santa Fe Avenue, no re-design or relocation of the drop-off/pick-up area is proposed as a mitigation measure; and
- Since the loading/unloading area does not comply with the LAUSD performance requirements, this would be considered a significant unavoidable impact.

Chapter 3E. Public Services: Fire and Police Services

Fire Services

The EIR Fire Services analysis should be amended as follows:

- Under Construction Impacts on page 3E.6, state that the Long Beach Fire Department must approve the number and locations of all fire hydrants as well as the inlet connections for fire protection systems.
- Under the Long Beach Fire Department impact analysis on page 3E.7, the first Long Beach Fire Department would include fire suppression services, paramedic services such as Basic Life Support (BLS) and Advanced Life Support (ALS, for incidents such as heart attacks or seizures), and non-fire activities such as building collapse or

hazardous materials incidents.

- Response times may be impacted by location. If this high school is indicative of other high schools within the Long Beach Fire Department jurisdiction, the "run load" for responses could increase at several stations, requiring the assistance of the Los Angeles County Fire Department.
- Include a discussion on the requirements for fire inspections of LAUSD school facilities. The Long Beach Fire Department performs inspections of all Long Beach Unified School District schools on an annual basis.
- At present, the Long Beach Unified School District has a 24/7 "call center" where fire alarms from all schools are monitored and forward any calls to Fire Dispatch. Include a discussion of the LAUSD notification policies and procedures with the Long Beach Fire Department, including responsibilities for boarding up damaged buildings after a fire.

The proposed project will negatively impact the Long Beach Fire Department provision of protective services, and therefore the recirculated EIR should include the following mitigation:

- Mutual agreement between the Los Angeles County Fire Department and the Long Beach Fire Department on defined responsibilities for fire protection and emergency response services for the project site prior to project construction.

Police Services

The proposed project will negatively impact the Long Beach Police Department provision of protective services. However, the EIR states on page 3E.10 that "project impacts on police protection services would be less than significant."

The EIR does not specify how students at this site will receive complete police protection and follow up investigative services. Due to this deficiency, the EIR does not adequately address the impact on police services in the area around the project site.

The recirculated EIR should include the following mitigation:

- Mutual agreement between the Los Angeles School Police Department, the Los Angeles Sheriff's Department and the Long Beach Police Department on defined responsibilities for police protection and investigative services for the project site prior to project construction.

Chapter 3F. Recreation and Parks

While there are no direct impacts to Long Beach parks and recreational services and facilities through the replacement of existing industrial uses with a high school land use, this land use alteration would have detrimental indirect impacts.

The recirculated EIR should acknowledge the following:

- The loss of property tax revenue through removal of two large industrial buildings and replacement with a tax exempt land use will make it more difficult to continue to

provide recreational services for the City of Long Beach. Over the last four years of the Long Beach structural budget crisis, the general fund revenue to the Long Beach Department of Parks, Recreation and Marine have been reduced by about 30 percent despite a growing citywide population.

Chapter 3G. Traffic and Transportation

The EIR incorrectly refers to the City of Long Beach Department of Transportation in this chapter. This City of Long Beach does not have a Department of Transportation. The City of Long Beach Department of Public Works is responsible for transportation issues in Long Beach and the Traffic Engineering Division of the Public Works Department reviews and approves traffic studies under the direction of the City Traffic Engineer. Project related improvements within the public right-of-way require the approval of the City Traffic Engineer.

City of Los Angeles Department of Transportation (LADOT)

References to LADOT's Manual of Policies and Procedures, traffic analysis standards, and traffic control device installation standards are irrelevant to this project since the project site is located entirely within the City of Long Beach. The City of Los Angeles is a local jurisdiction with no regional authority in this matter.

Memorandum of Cooperation (MOC)

The EIR on page 3G.8 refers to a Memorandum of Understanding (MOC) between the LAUSD and the LADOT. This is irrelevant to the project since the LADOT has no authority over streets in the project vicinity.

The recirculated EIR show clearly acknowledge the following:

- Neither the City of Long Beach nor any employee thereof has executed a Memorandum of Cooperation (MOC) with respect to this project.

Mode Split Estimations

The EIR analysis assumes that the school will have similar alternate mode splits as other campuses within the LAUSD system. This assumption is flawed since the school is not located within the population which it is intended to serve, but rather at the eastern edge of the Target Search Area in an industrial area within the City of Long Beach.

Since the school population is located west of the proposed school site it is very likely there will be a lower walking and bicycling percentage and a higher percentage of motor vehicle use and demand for transit services than forecast in the EIR. Therefore, the following corrective action is needed:

- The recirculated EIR must include a revised mode split analysis that correctly reflects the travel patterns of students and visitors and the percentage of project-generated motor vehicle and transit use.

Transit Impacts

The EIR reports on page 3G.2 that the project site is served by six transit routes and the Metro Blue Line. Four of these six transit routes are operated by Long Beach Transit and do not provide service to the project service area from which the student population is expected to reside. Furthermore, the Blue Line provides service between downtown Long Beach and downtown Los Angeles, and therefore is unlikely to carry any students destined to or from this school site. Thus the only remaining public transit service identified in this EIR that would actually serve the project site is Carson Circuit Routes D and G.

As reported on page 3G.2, Carson Circuit Routes D and G run generally in a loop, providing service along Avalon Boulevard, Del Amo Boulevard, Santa Fe Avenue and Carson Street. Routes D and G essentially follow this same path in opposite directions, thus students using Route D would have to cross a major roadway to access this transit service. Both routes operate on 40 minute headways (meaning it takes approximately 40 minutes to complete the entire loop route), thus this public transit system as it is currently configured would most likely only be able to provide one bus in each direction during the morning peak arrival and afternoon peak departure periods for the school.

The EIR assumes that LAUSD will provide two school buses for student transport to and from outlining areas. Since the EIR assumes that 20.7% of all students would arrive or depart by public transit (page 3D.6), how would Routes D and G adequately accommodate these up to 374 students during morning and afternoon peak demand periods? Even combining the public transit and school bus operations would not provide a sufficient number of seats to transport this student volume without substantial delays.

Based on the actual transit service availability to the project site, it cannot be assumed that the project would not have a significant adverse impact on the public transit system. Therefore, the following corrective action is needed:

- The recirculated EIR must include a revised transit impact analysis that correctly compares the actual availability of transit services to project-generated transit demand.

Parking Impacts

The EIR inappropriately assumes that on-street parking will be available for overflow and student parking. This is a flawed assumption since on-street parking in the residential neighborhoods west of the project site is intended for use by the residents of those neighborhoods and not the project site, which is located in an industrial area across from a heavily traveled arterial (Santa Fe Avenue). As discussed above, school-generated parking demand would also lead to competition for parking in the adjacent industrial areas, creating pedestrian safety hazards, delaying truck movements, and diminishing the economic value of industrial properties.

It is more realistic that students and others destined for the project site who do not have access to the school campus on-site parking (restricted for school employees only) will attempt to park as close as possible to the school site. Therefore, parking within the residential neighborhood

streets will not be evenly distributed throughout the neighborhoods but rather concentrated in the blocks closest to the school, creating a significant impact as residents and their guests compete with school patrons for the same on-street parking. As the EIR estimates that 57.7% of the anticipated student trips would be by car (page 3D.6), this would result in up to 1,043 student vehicles seeking off-site parking during morning trips. This is significantly higher than the 402 on-street spaces the EIR states would be needed to meet the projected student parking demand (page 3G.31). It must also be acknowledged that since there is no on-site student or visitor parking for this project, every student or visitor who drives to school also becomes a pedestrian once the vehicle is parking off-site.

Since the City of Carson has a preferential parking program, it is likely that these impacted neighborhoods will eventually seek relief from this school generated increase in on-street parking demand through preferential parking in these neighborhoods that would prohibit student parking and thus reduce the available on-street parking supply for students and campus visitors (which could include evening sports and arts performances). Since the project does not provide any on-site student or visitor parking, it is possible that preferential parking restrictions could expand to prohibit non-resident parking from the entire surrounding area. Thus this situation could ultimately lead to business related parking impacts within the City of Long Beach that were not reviewed or analyzed in the EIR.

Given the realistic desire of students and visitors to park as close to the project site as possible, the parking analysis must be revised as follows:

- The recirculated EIR must provide a revised parking analysis that accounts for the realities of parking demand with the anticipated volume project-generated vehicular trips during morning and afternoon peak periods.

Intersection Level of Service Calculations

The EIR incorrectly applied the clearance and loss time factor in the level of service calculations for the City of Long Beach intersections; thereby, not providing an accurate assessment of the existing and future traffic operations at those intersections. In conducting sporadic recalculations on the data provided, it has been discovered that the intersection levels of service projections provided in the EIR can drop a full letter grade.

The following corrective action is therefore needed:

- The traffic study intersection within the City of Long Beach needs to be recalculated in the recirculated EIR to properly to determine if the project has a significant traffic impact.

Santa Fe and Carson Intersection Operations

Although the level of service calculations in the EIR do not indicate that the project will result in an over-capacity situation, the project will have a profound effect on traffic volumes, patterns, and operations at this intersection. The EIR predicts that during the peak periods of student arrival and departure there will be an eastbound left-turn demand of approximately 400 vehicles per hour. This amount of traffic cannot be adequately served operationally by only a single left-turn lane. Without the provision of a second eastbound left-turn lane and traffic signal

modifications to handle the increased demand and pedestrian volumes, the left-turn lane will become saturated and the queue of vehicles waiting to make the eastbound left-turn will back-up into the eastbound through lane, resulting in the potential for rear-end accidents and diversion of traffic to other routes, potentially into the residential neighborhoods.

These operational impacts are predictable and need to be studied in greater detail. Therefore, the following corrective action is needed:

- The recirculated EIR must recalculate project impacts on eastbound traffic and the project-generated left turn demands during morning peak periods.

Proposed Student Drop Off Zone

The east curb of Santa Fe Avenue adjacent to the project site is located within the City of Long Beach and therefore any curb and sidewalk modification would require the approval of the City of Long Beach Department of Public Works. The proposed drop-off zone is not acceptable and poses significant safety concerns by encouraging double parking and U-turns on Santa Fe Avenue.

The City of Long Beach will not grant its approval for the drop-off zone as proposed. Without a drop-off zone the project would violate LAUSD's own Traffic and Pedestrian Safety Requirements for New Schools unless an on-site drop-off zone can be created.

Mitigation Measure 3D-1

It is unclear from the text if the proposed traffic control device would be a full traffic signal or some other type of crosswalk and warning device. Since the east curb of the Santa Fe Avenue and Jefferson Street T-intersection is located within the City of Long Beach, the proposed device will have to be designed and constructed to the satisfaction of the City of Long Beach City Traffic Engineer.

Mitigation Measure 3D-2

The east curb of Santa Fe Avenue adjacent to the project site is located within the City of Long Beach. Any proposed modifications within the City of Long Beach right-of-way, such as driveways, poles, utilities, signage, etc., will require coordination with, and approval of, the Department of Public Works.

LAUSD should schedule a year coordination effort to obtain necessary City of Long Beach approvals.

On-Site Bus Drop Off

The EIR indicates that an on-site bus drop off zone will be provided; however, it is unclear from the Site Plan where such a zone would be located or how a bus would enter, maneuver within the project site, and leave the project site. Since a number of the internal drivable pathways traverse athletic facilities, primary walkways, and assembly areas, bus travel within the project site could be restricted as well as pose significant student safety issues.

The following corrective action is needed:

- The recirculated EIR must accurately show the proposed on-site school bus drop-off location and provide a thorough analysis of this drop-off area on the surrounding street system.

Chapter 3H. Public Utilities: Water Supply and Wastewater

A portion of the project site is located within the service area of the Long Beach Water Department. Dominguez Park and Dominguez Elementary School do not receive water or sewer service from the Long Beach Water Department.

Under this project proposal, water demand will increase for the Long Beach Water Department while water demand for the existing schools in the City of Carson, provided by the California Water Company, would be reduced. This creates a significant impact to the Long Beach Water Department on the provision of water supply.

A project of this size, with an anticipated enrollment of over 1,800 students and the accompanying employee and landscaping water demands, would be subject to the State requirement for preparation of a Water Availability Assessment.

Effective January 1, 2002, California Senate Bill 221 and Bill 610 amended Section 21151.9 of the Public Resources Code and Sections 10631, 10656, 10910-12, and 10915 of the Water Code, Section 11010 of the Business and Professions Codes, and Section 65867.5 of the Government Code as well as adding Section 66455.3 and 66473.7 to the Government Code. The Senate Bills were designed to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 221 and SB 610 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to the city and county decision-makers prior to approval of specified large development projects. Both statutes also require this detailed information to be included in the administrative record that serves as the evidentiary basis for an approval action by the city or county on such projects.

Both measures recognize local control and decision making regarding water availability for certain identified large projects. Water Code Section 10912 provides seven different project categories that would trigger the Water Availability Assessment requirement. One category is a project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500 dwelling unit project. Since the high school project proposal is to accommodate an enrollment of over 1,800 students with the accompanying facility and other on-site school employees, this project would clearly exceed the water demand of a 500 unit project.

The portion of the project site that would contain the classroom and physical education structures would be served by the Long Beach Water Department. This is where project-generated water demand will occur in bathrooms, water fountains, landscaping irrigation and gymnasium showers. Therefore, the Water Availability Assessment must be prepared by the Long Beach Water Department.

The following corrective action is therefore needed:

- As required by State law, the recirculated EIR must include the Water Availability Assessment prepared by the Long Beach Water Department.

Chapter 4. Alternatives Analysis

CEQA requires EIRs to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic project objectives while avoiding or substantially lessening significant environmental impacts, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.

CEQA Guidelines Section 15126.6(f)(2)(A) states that in regard to alternative project locations, "(t)he key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location."

Range of Alternatives

The EIR fails to provide an adequate range of reasonable alternatives. Only five Alternatives are provided for consideration, and the No Project Alternative and the Reasonably Foreseeable On-Site Alternative are essentially the same alternative, since both involve no high school project on the proposed site. Whether the project site retains the same land uses and buildings or at some future time is altered for new construction and land uses in accordance with applicable Long Beach regulations is a matter of local jurisdiction that is unrelated to the project proposal.

The Alternative Project Design simply eliminates joint use of the Dominguez Park softball field from the project proposal. This is a very minor change only involving high school use of this existing park softball field during and after school hours during the week. The practical result of this alternative would be the same use of the project site as the project proposal, which includes a lighted baseball field at the southwestern portion of the project site. There is not enough difference between this alternative the project proposal for any substantial lessening of project impacts, therefore rendering it meaningless as an alternative.

The result is only three project alternatives: No Project/Continuation of Existing Uses, Reduced Project Size and the Selected Alternative Site. Therefore, the following corrective action is needed:

- The recirculated EIR must provide a meaningful range of alternatives that would meet the objectives of a high school while avoiding or at least substantially reducing the significant impacts of the proposed project.

Alternative Sites Eliminated from Further Consideration

The EIR approach to rejected alternative sites is limited to conclusory statements lacking in supporting evidence. Only one paragraph of discussion per rejected alternative site is provided on pages 4.6 and 4.7. The discussion consists of a description of the alternative site location,

surrounding land uses, and assertion that each alternative site is infeasible either because of nearby industrial facilities or a location outside of the target search area. There is no disclosure of the criteria used in rejecting these alternative sites sufficient to allow for informed public participation and comment.

Table 4-1 lists the LAUSD criteria for selection of school sites, but the alternative sites are not ranked using these criteria in relation to the proposed project. There are several instances where the project proposal may not meet this criteria, including Environmental, Safety and Political. If this criteria was used in the determination to eliminate various alternative sites from further consideration, the ranking of each site and reasons from that ranking should be disclosed to better foster public disclosure and participation.

Alternative Sites 3 and 6 were rejected due to locations outside the Target Search Area shown in Figure 2-1. Alternative Site 3 is not only outside the target search area but also outside the LAUSD district boundaries and not available for use without a change in district boundaries. It is not explained why these alternative sites were even identified if such locations had no realistic chance of consideration regardless of whether the site locations could avoid or substantially lessen any of the significant project impacts.

Alternative Sites 1, 2, 5 and 7 were rejected for proximity to industrial uses and/or hazardous materials pipelines. However, the proposed project site is also located close to the same types of land uses and industrial infrastructure.

As with many of the rejected alternative sites, the project site is near both industrial facilities and sites with potentially hazardous emissions, as discussed in Chapter 3B. Hazards and Hazardous Materials:

- Figure 3B-1 provides the locations of eight potential hazardous release sources within one-quarter mile of the project site.
- Figure 3B-2 identifies a high pressure crude oil pipeline and a high pressure fuel pipeline that both abut the project site boundaries.
- A Union Pacific main railroad track abuts the eastern boundary of the project site with no wall or grade separation to prevent pedestrian access.
- A 55 kV Edison power line runs along the northern public right-of-way along Carson Street that abuts this project site.

The project site is also near land uses that are typically considered incompatible with a high school location:

- There is a Port operated cargo container storage land use (Harding Containers) on the south side of Carson Street opposite the southern boundary of the project site. This storage facility has a chain link fence with both barbed wire and razor ribbon abutting the sidewalk.
- East of the railroad track is a business and industrial park area (the PD-26 West Long Beach Business Parks Planning Development District) that permits manufacturing and warehouses uses.
- The intersection of Carson Street and Santa Fe Avenue contains a liquor store at the northwest corner, and a gas station and mini-market at the southwest corner.

Given the industrial character of land uses to the south and east, high pressure pipelines and a main railroad track to the east, and potential attractive nuisances at the Carson/Santa Fe intersection, it is difficult to understand why the project site is considered environmentally superior to the alternative sites that were summarily rejected for proximity to the same type of land uses that characterize the project site vicinity.

Alternative Sites 1 and 2 in fact have certain locational advantages over the project site. Both sites are more centrally located in the LAUSD target search area and have fewer potentially incompatible neighboring land uses.

- **Alternative Site 1**, located at the northwest corner of East 213rd Street and Martin Street, is a vacant lot at the edge of a single family residential neighborhood to the south and east of this site. Although there are above ground storage tanks to the west (west of Vera Street) and electrical power generating facilities to the north, this alternative site at 19.49 acres is much larger than the 13.7 acre project site and thus could allow for sufficient buffer area to the west and north while still providing adequate campus and recreational space (8 to 15 acres is considered the acceptable range by LAUSD for high schools). In contrast to the project site, there are no major corridors with substantial truck traffic, no railroad tracks, no heavy industrial uses such as cargo container storage, and no nearby attractive nuisances such as liquor stores.
- **Alternative Site 2**, this 13.78 acre site (bounded by Wilmington Street, East 213rd Street, Ballard Street, and Water Street) is also located by a single family residential neighborhood. In addition, Del Amo Elementary School and Dolphin Park are located by the northern extension of this site. The only industrial land uses are located to the north of this site and along portions of Wilmington Avenue.

Without further explanation of why these Alternative Sites were rejected due to surrounding land uses and facilities, it would appear that Alternative Sites 1 and 2 better meet the Project Objectives than the project site. Only with analysis of all environmental issues can an informed determination be made as to whether these Alternative Sites are environmentally superior to the project site.

The following corrective actions are therefore needed in the recirculated EIR:

- Full comparison of each rejected alternative site with the LAUSD Site Selection Criteria and determination of whether each rejected alternative is similar, superior or inferior to the proposed project site by each of these selection criteria standards;
- Full comparison of each rejected alternative site with the State Department of Education Site Evaluation Standards and determination of whether each rejected alternative is similar, superior or inferior to the proposed project site by the State standards;
- Full comparison of each rejected alternative site with the proposed project site in terms of nearby incompatible land uses and facilities, including industrial land uses, hazardous material pipelines, railroad tracks, electrical power lines, and commercial uses such as liquor stores; and

- Full comparison of each rejected alternative site with the proposed project site in terms of travel distance from the target student population.

Selected Alternative Site

Alternative Site 4, located in the middle of the PD-26 West Long Beach Business Parks Planning Development District, is even further removed from the Target Search Area student population. Use of this site for a high school would completely change the nature of PD-26 permitted uses since SCAQMD Rule 1401.1 restrictions would conceivably apply to all properties in this Business Park District.

This site is adjacent to the Long Beach Freeway (I-710) without direct freeway access. This location would subject students to constant levels of degraded air quality, particularly for PM and carbon monoxide, given the heavy volumes of truck traffic on this freeway. Freeway noise would degrade campus outdoor activities even if the classroom design could reduce noise impacts to school district standards. Accessibility to this site is limited to Carson Street only, which could impede emergency vehicle response times.

Given all these locational deficiencies, it is difficult to understand why this alternative site was selected over the other alternative sites nearby the targeted student population. As shown in Table 4-2, this alternative site was also determined to have greater environmental impacts than the proposed project site (in Aesthetics, Hazardous Materials, Land Use and Planning, Noise, and Pedestrian Safety.) Again, full comparison with the other alternative sites is necessary to allow for meaningful disclosure of important project information.

Recirculation of the EIR

Given the many deficiencies in this EIR, a recirculation is necessary to provide the public and decision-makers with a complete analysis of potential environmental impacts related to pedestrian impacts, police services, fire services, traffic and parking impacts, water supply, alternatives sites, and cumulative projects within the City of Long Beach. The Draft Preliminary Environmental Assessment (PEA) must also be incorporated into the Draft EIR, since the PEA contains significant project information that should be made available to the public for review and comment in accordance with the provisions of CEQA.

All questions regarding this environmental review process should be directed to Angela Reynolds, Planning Officer, at (562) 570-6357.

Sincerely,

Suzanne Frick
Director of Planning and Building

SF/kmb



CITY OF LONG BEACH

DEPARTMENT OF PLANNING & BUILDING

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COMMUNITY & ENVIRONMENTAL PLANNING

March 16, 2007

Hoan Tang
Los Angeles unified School District
Office of Environmental Health and Safety
1055 West 7th Street
9th Floor
Los Angeles, CA 90017

**RE: Comments on Recirculated Draft Environmental Impact Report
Proposed South Region High School No. 4
State Clearinghouse No. 2005041116**

Dear Mr. Tang:

The City of Long Beach has consistently expressed opposition to establishing a public school land use at this site. There are numerous health and safety hazards from nearby industrial uses as well as abutting railroad and pipeline facilities that will place students and staff at constant risk of injury and illness. In addition, the City found numerous deficiencies in the original Draft Environmental Impact Report (EIR), as detailed in the City's comment letter of May 23, 2006 (see attachment). The City of Long Beach is a Responsible Agency as defined by both Public Resources Code Section 21069 and CEQA Guidelines Section 15381.

The Notice of Recirculation of Draft Environmental Impact Report reports that significant new information has been added to this EIR due to the identification of additional sources of potentially hazardous emissions close to the project site. This is reflected in Figure 3B-1, which in the original Draft EIR identified eight sites within a quarter mile radius of the project that have the potential for generating hazardous or acutely hazardous air emissions while the Recirculated Draft EIR identified 14 such nearby sites. It is clear that this project site is even more vulnerable to health and safety hazards than originally anticipated by LAUSD.

Health Risk Assessment

A Health Risk Assessment was prepared by Waterstone Environmental in January 2007 and included as Appendix C to this Recirculated Draft EIR. As set forth in its Introduction, this Health Risk Assessment summarizes the protocol used to evaluate the health risks associated with adjacent stationary and mobile emission sources and then presents the results of this assessment. As stated in the Conclusion on page 11, the summation of carcinogenic risks for staff do not fall within acceptable limits, meaning that the project site is unsafe for school staff even though the Assessment also concludes that student risks were predicted to be below the identified significance threshold.

Attachment B

The Recirculated EIR acknowledges this conclusion on page 3B.11 and then makes a determination on page 3B.12 that implementation of two new mitigation measures (southern setback of 70 feet and enhanced HVAC filtration) would reduce this impact to a less than significant level. Unfortunately, no evidence is provided in this revised EIR Section to support this finding. It is therefore difficult to understand how a setback and filtration system would reduce carcinogenic risks to this extent.

The risk of potential carcinogenic exposure for students can be difficult to assess due to the fact that students are only at a high school site for up to four years. Usually carcinogenic assessments take into consideration a 30 year exposure period. Further explanation is needed in the EIR to better understand the long term risks of this project location to school staff.

Exposure to Refineries

While the EIR identifies a total of now 14 sources of potential hazardous emissions within a one-quarter mile radius of the project site per the California Education Code requirements, major refineries are located as close as one-half mile from this site. While refineries are heavily regulated, these facilities are known to experience odor and chemical releases at some time every year. There is no specific discussion of these refineries in the EIR, even though the project site is downwind from the refinery locations. The EIR should be further revised to discuss potential odor and hazardous emission impacts from nearby refinery land uses. This discussion should include data from the South Coast Air Quality Management District on recent refinery emission releases in the Carson/Wilmington area that lists the types of emissions released, duration of the release occurrence, and any fines or other regulatory actions taken pursuant to an emissions release.

Railcar Accidents

The EIR states on page 3B.5 that as a principal alternative route to the Alameda Corridor, the San Pedro Subdivision line abutting the project site could accommodate up to 25 train trips per day with train lengths of up to 90 cars per train trip. This represents over 2,200 railcars traveling past this school site per day. The EIR should provide estimates based on historic patterns on how many of these railcars are expected to carry hazardous materials. In particular, all types of chemicals that could be carried along this Subdivision line must be disclosed. Next to a refinery accident, a hazardous materials release from this rail line represents the most serious health and safety risk that could potentially impact this site.

Particulate Matter Exposure

The close proximity of rail traffic, truck terminals, freeways, container storage, refineries and other potential sources of diesel emissions reflect a matter of growing local concern. Diesel particulate pollution has been an on-going problem for Hudson and Webster Schools due to the nearby Terminal Island Freeway. The EIR needs to adequately address the effects of particulate matter on childhood asthma and reduced respiratory capabilities, including the findings of recent USC exposure assessments on particulate emission impacts to childhood development.

Response to Previous Comment Letter

Many issues of concern were raised in the City's May 23, 2006 comment letter on the original Draft EIR. To date, no adequate responses have been provided by the District to address these concerns. As stated in that comment letter, these issues demonstrate that use of this site for school purposes is a poor decision and would ultimately impact both surrounding properties and the users of this school site. At their meeting of May 23, 2006, The Long Beach City Council considered this comment letter and voted unanimously to support its content and transmittal.

These outstanding issues are summarized as follows below:

Land Use and Planning

- There is no Land Use analysis section in the EIR.
- The project will remove an economically productive property from future industrial uses.

Cumulative Impacts

- All reasonably foreseeable railroad and Port related projects must be included in the cumulative analysis.

Project Description

- The EIR should provide the LAUSD criteria for determining this Target Search Area.
- Why was a site at the extreme eastern edge of Carson neighborhoods chosen as the preferred site to serve Carson and Wilmington students when other alternative sites identified in Figure 2-1 are more centrally located in the Target Search Area?
- Why was this site chosen when the California Education Code sets forth Site Evaluation Standards that recommend against sites, such as this project site, that are within 1,500 feet of a pipeline carrying hazardous materials?
- What other existing high schools or school districts could adequately serve the Target Search Area without the need for a new high school?

Air Quality Impacts

- The air dispersion models used in the Health Risk Assessment do not fully address asthma and other respiratory illnesses that current studies show to have more adverse effects in schools adjacent to industrial uses and transportation corridors.
- The project would not reduce vehicle miles traveled as the EIR states since morning and afternoon peak demand to the school could generate over 1,000 vehicle trips and these peak period vehicle trips would be concentrated in a heavily traveled intersection (Santa Fe Avenue and Carson Street).
- The absence of on-site parking for students and visitors will increase vehicle miles traveled beyond direct destinations by forcing searches for off-site parking spaces, spilling over into the industrial areas east and south of the project site.
- As shown on Table 4-1 of the EIR, the LAUSD Site Selection Criteria does not include air pollution as an environmental consideration.
- The EIR should identify project operations, and not just project construction, as an unavoidable adverse significant impact requiring approval of a Statement of Overriding Considerations prior to project approval.

Hazards and Hazardous Materials

- The recirculated EIR must explain the reasons why the LAUSD selected a project site that directly conflicts with the Site Evaluation Standards for new school sites.
- All documentation related to the PEA process should be incorporated into the CEQA review process as a recirculation of the EIR.
- Provide a full discussion of an emergency evacuation plan in the event of a railroad derailment or hazardous materials spill on the railway or street system.
- Provide more specific information for Mitigation Measure No. 3B-2 (page 3B.14) regarding the preferred design components of an engineering barrier for campus protection in the event of a train derailment.

Noise

- The proposed project is located entirely within the City of Long Beach and must fully comply with the Long Beach Noise Ordinance, Municipal Code Section 8.80.
- The proposed mitigations are inadequate since the only mitigation measure proposed to address roadway and railway noise, Mitigation Measure 3C-7, only involves classroom design to achieve an interior noise level of 45 dB(A).

Pedestrian Access and Safety

- The pedestrian analysis assumed a total of 125 students will walk to the project site is flawed and misleading since the 21.6% ratio used by the District would actually total 391 students.
- The pedestrian analysis must also account for project-generated pedestrian trips that result from students and visitor vehicular trips with off-site parking.
- The EIR does not acknowledge that the project's lack of on-site student and visitor parking will result in spillover into the adjacent industrial areas in Long Beach since the City of Carson has a preferential parking program.
- The EIR should a safety analysis of student travel patterns in the adjacent industrial area, the railroad right-of-way area, and across the mini-market, liquor store and other commercial land uses at the Carson Street/Santa Fe Avenue intersection.

Traffic Impact Analysis

- The EIR acknowledges the potential for conflicts between cars exiting the turnout to re-enter Santa Fe Avenue and cars attempting to enter and exit the school driveway, but provides no relief from this design conflict other than requiring vehicles exiting the driveway to right turn only onto Santa Fe Avenue.
- Student and bus drop-offs should be located out of the active traffic flow and off major streets.
- Right Turn Only controls are required if turning movements have the potential to create safety hazards or traffic congestion.
- Vehicle access, including driveways and service roads to the school site should be aligned with opposing streets to form four-way intersections with sufficient traffic controls.
- School site access ways should be located and designed in concert with student drop-off areas and the dominant existing traffic flow in the area to promote safe and orderly turning movements and pedestrian crossings.
- The EIR must acknowledge that the City of Long Beach is responsible for the sides of

- Santa Fe Avenue and Carson Street that abut the project site, not the City of Carson.
- All proposed traffic control devices, signals, signs, crosswalks and drop-off areas on the east side of Santa Fe Avenue and the north side of Carson Street must be reviewed and approved by the City of Long Beach Traffic Engineer, not the City of Carson.
- Mitigation Measure 3D-2 incorrectly assigns responsibility of passenger loading zone signage to the City of Carson.
- No proposal is made regarding loading/unloading zones on the east side of Santa Fe Avenue.
- No school bus loading area is specifically identified in the EIR, only a general reference.
- The EIR on page 3D.11 states that design of the student drop-off on Santa Fe Avenue does not comply with LAUSD performance requirements. While vehicles exiting the project site would be limited to right turns only on Santa Fe Avenue, no re-design or relocation of the drop-off/pick-up area is proposed as a mitigation measure.

Fire Services

- The EIR must acknowledge that the Long Beach Fire Department must approve the number and locations of all fire hydrants as well as the inlet connections for fire protection systems.
- The Long Beach Fire Department would require fire suppression services, paramedic services such as Basic Life Support (BLS) and Advanced Life Support (ALS, for incidents such as heart attacks or seizures), and non-fire activities such as building collapse or hazardous materials incidents.
- If this high school is indicative of other high schools within the Long Beach Fire Department jurisdiction, the "run load" for responses could increase at several stations, requiring the assistance of the Los Angeles County Fire Department.
- No discussion is included on the requirements for fire inspections of LAUSD school facilities.
- Include a discussion of the LAUSD notification policies and procedures with the Long Beach Fire Department, including responsibilities for boarding up damaged buildings after a fire.
- A mitigation measure should be included to require a mutual agreement between the Los Angeles County Fire Department and the Long Beach Fire Department on defined responsibilities for fire protection and emergency response services for the project site prior to project construction.

Police Services

- A mitigation measure should be included to require a mutual agreement between the Los Angeles School Police Department, the Los Angeles Sheriff's Department and the Long Beach Police Department on defined responsibilities for police protection and investigative services for the project site prior to project construction.

Recreation and Parks

- The recirculated EIR should acknowledge the loss of property tax revenue through removal of two large industrial buildings and replacement with a tax-exempt land use will make it more difficult to continue to provide recreational services for the City of Long Beach.

Traffic and Transportation

- The EIR must correctly acknowledge that all project related improvements within the public right-of-way require the approval of the Long Beach City Traffic Engineer.
- References to LADOT's Manual of Policies and Procedures, traffic analysis standards, and traffic control device installation standards are irrelevant to this project since the project site is located entirely within the City of Long Beach. The City of Los Angeles is a local jurisdiction with no regional authority in this matter.
- The EIR on page 3G.8 refers to a Memorandum of Cooperation (MOC) between the LAUSD and the LADOT. This is irrelevant to the project since the LADOT has no authority over streets in the project vicinity.
- The EIR should clearly acknowledge that neither the City of Long Beach nor any employee thereof has executed a Memorandum of Cooperation (MOC) with respect to this project.
- The EIR assumption that the school will have similar alternate mode splits as other campuses within the LAUSD system is flawed since the school is not located within the population which it is intended to serve, but rather at the eastern edge of the Target Search Area in an industrial area within the City of Long Beach.
- The recirculated EIR must include a revised mode split analysis that correctly reflects the travel patterns of students and visitors and the percentage of project-generated motor vehicle and transit use.
- The EIR incorrectly applied the clearance and loss time factor in the level of service calculations for the City of Long Beach intersections; thereby not providing an accurate assessment of the existing and future traffic operations at those intersections. The traffic study intersection within the City of Long Beach needs to be recalculated in the EIR to properly to determine if the project has a significant traffic impact.
- The EIR must recalculate project impacts on eastbound traffic and the project-generated left turn demands during morning peak periods. The EIR predicts that during the peak periods of student arrival and departure there will be an eastbound left-turn demand of approximately 400 vehicles per hour. This amount of traffic cannot be adequately served operationally by only a single left-turn lane.
- It is unclear from the text if the proposed traffic control device would be a full traffic signal or some other type of crosswalk and warning device. Since the east curb of the Santa Fe Avenue and Jefferson Street T-intersection is located within the City of Long Beach, the proposed device will have to be designed and constructed to the satisfaction of the City of Long Beach City Traffic Engineer.

Transit Impacts

- The EIR incorrectly states that the project site is served by six transit routes and the Metro Blue Line, although four of these six transit routes are operated by Long Beach Transit and do not provide service to the project service area from which the student population is expected to reside. Furthermore, the Blue Line provides service between downtown Long Beach and downtown Los Angeles, and therefore is unlikely to carry any students destined to or from this school site.
- The EIR must include a revised transit impact analysis that correctly compares the actual availability of transit services to project-generated transit demand. The only public transit services identified in this EIR that would actually serve the project site are Carson Circuit Routes D and G. Both routes would most likely only be able to provide

one bus in each direction during the morning peak arrival and afternoon peak departure periods for the school. How would Routes D and G adequately accommodate up to 374 students during morning and afternoon peak demand periods? Even combining the public transit and school bus operations would not provide a sufficient number of seats to transport this student volume without substantial delays.

Parking Impacts

- The EIR inappropriately assumes that on-street parking will be available for overflow and student parking. This is a flawed assumption since on-street parking in the residential neighborhoods west of the project site is intended for use by the residents of those neighborhoods through a preferential parking program.
- The EIR must provide a revised parking analysis that accounts for the realities of parking demand with the anticipated volume of project-generated vehicular trips during morning and afternoon peak periods.

Proposed Student Drop Off Zone

- The EIR must acknowledge that the east curb of Santa Fe Avenue adjacent to the project site is located within the City of Long Beach and therefore any curb and sidewalk modification would require the approval of the City of Long Beach Department of Public Works.
- The proposed drop-off zone is not acceptable and poses significant safety concerns by encouraging double parking and U-turns on Santa Fe Avenue.
- The City of Long Beach will not grant its approval for the drop-off zone as proposed. Without a drop-off zone the project would violate LAUSD's own Traffic and Pedestrian Safety Requirements for New Schools unless an on-site drop-off zone can be created.
- The EIR must accurately show the proposed on-site school bus drop-off location and provide a thorough analysis of this drop-off area on the surrounding street system.

Water Supply and Wastewater

- The EIR must acknowledge that a portion of the project site is located within the service area of the Long Beach Water Department. Dominguez Park and Dominguez Elementary School do not receive water or sewer service from the Long Beach Water Department.
- A project of this size, with an anticipated enrollment of over 1,800 students and the accompanying employee and landscaping water demands, would be subject to the State requirement for preparation of a Water Availability Assessment. As required by State law, the EIR must include a Water Availability Assessment prepared by the Long Beach Water Department.

Alternatives Analysis

- The EIR fails to provide an adequate range of reasonable alternatives. Only five Alternatives are provided for consideration, and the No Project Alternative and the Reasonably Foreseeable On-Site Alternative are essentially the same alternative, since both involve no high school project on the proposed site.
- The Alternative Project Design simply eliminates joint use of the Dominguez Park softball field from the project proposal. There is not enough difference between this alternative the project proposal for any substantial lessening of project impacts, therefore rendering it meaningless as an alternative.

- The EIR approach to rejected alternative sites is limited to conclusory statements lacking in supporting evidence. There is no disclosure of the criteria used in rejecting these alternative sites sufficient to allow for informed public participation and comment.
- There are several instances where the project proposal may not meet the LAUSD criteria for school site selection, including Environmental, Safety and Political, but no discussion of these issues is provided in the EIR.
- It is not explained why these alternative Sites 3 and 6 were even identified if such locations had no realistic chance of consideration regardless of whether the site locations could avoid or substantially lessen any of the significant project impacts.
- Alternative Sites 1, 2, 5 and 7 were rejected for proximity to industrial uses and/or hazardous materials pipelines. However, the proposed project site is also located close to the same types of land uses and industrial infrastructure.
- Given the industrial character of land uses to the south and east of the project site, it is difficult to understand why the project site is considered environmentally superior to the alternative sites that were summarily rejected for proximity to the same type of land uses that characterize the project site vicinity.
- Alternative Sites 1 and 2 have certain locational advantages over the project site. Both sites are more centrally located in the LAUSD target search area and have fewer potentially incompatible neighboring land uses. Without further explanation of why these Alternative Sites were rejected due to surrounding land uses and facilities, it would appear that Alternative Sites 1 and 2 better meet the Project Objectives than the project site. Only with analysis of all environmental issues can an informed determination be made as to whether these Alternative Sites are environmentally superior to the project site.
- The EIR should explain why Alternative Site 4, located in the middle of the PD-26 West Long Beach Business Parks Planning Development District, was chosen as the Selected Alternative Site when it is even further from the Target Search Area student population than the project site. It is difficult to understand why this alternative site was selected over the other alternative sites nearby the targeted student population. This alternative site was also determined to have greater environmental impacts than the proposed project site (Aesthetics, Hazardous Materials, Land Use and Planning, Noise, and Pedestrian Safety).

CONCLUSION

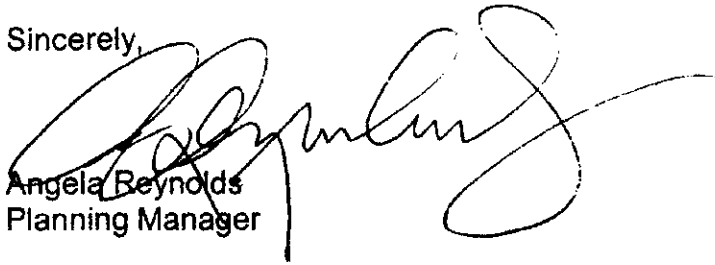
As with the original Draft EIR, the Recirculated Draft fails to adequately analyze serious environmental issues related to hazardous emissions, pedestrian impacts, police services, fire services, traffic and parking impacts, water supply, alternative sites, and cumulative projects within the City of Long Beach. This EIR must therefore be revised and recirculated again to properly inform decision makers and the public about these potentially significant project impacts and how these impacts could be prevented through mitigation measures or project alternatives. Failure to meet this basic CEQA requirement will render this document legally inadequate and indefensible.

March 16, 2007

Page 9

All questions regarding these comments should be directed to me at (562) 570-6357 or e-mail at angela_reynolds@longbeach.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Angela Reynolds', written over a printed name and title.

Angela Reynolds
Planning Manager

AR/cc

Attachment: May 23, 2006 Comment Letter



MAYOR BOB FOSTER

CITY OF LONG BEACH

April 10, 2007

David L. Brewer III, Superintendent of Schools
School Board Members
Office of the Superintendent
333 S. Beaudry Ave, 24th Floor
Los Angeles, CA 90017

Subject: Proposed South Region High School Number 4

Dear Superintendent and Board Members:

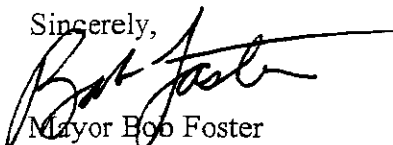
The City of Long Beach has consistently objected to the proposed construction of a high school in one of the City's industrial districts. We feel that this is a poor location choice for numerous reasons, including the loss of industrial land, the incompatibility with the surrounding industrial land uses, the lack of on-site parking for students, and the fiscal impact upon the City of Long Beach associated with providing services for a facility that will not serve students residing in Long Beach.

The above stated reasons for objecting to this proposed project are significant. However, the core reason for the City's objection to the use of this industrial site is that the project is adjacent to a railway serving the ports of Long Beach and Los Angeles, adjacent to several fuel pipelines, adjacent to high voltage transmission lines, and is located very near two freeways. It is the City's belief that the siting of a high school in this particular location will expose students, teachers, and staff to significant health and safety risks. The City's position in this regard has been more fully articulated in the written comments that the City has submitted to the Draft and Re-circulated Draft Environmental Impact Report.

On April 4, 2007, City staff received the attached notice from the Community Outreach Department that hearings to discuss the certification of the Final Environmental Impact Report are scheduled for April 12, 2007 and April 24, 2007. We did not receive responses to our comments until April 9, 2007. This is in violation of the statutory requirements of the California Environmental Quality Act, which requires, "The lead agency shall provide a written proposed response to a public agency or comments made by that agency at least 10 days prior to certifying an environmental impact report."

The City of Long Beach requests a continuance of these hearings for at least thirty days in order to allow sufficient time to review the responses to our previous comments.

Sincerely,



Mayor Bob Foster
City of Long Beach

Attachment
cc: Michael Mais, Assistant City Attorney

333 WEST OCEAN BOULEVARD, LONG BEACH, CALIFORNIA 90802
TELEPHONE 562-570-6801 FAX 562-570-6538 MAYOR@LONGBEACH.GOV

Attachment C

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH IN OPPOSITION TO THE PROPOSED CONSTRUCTION OF THE SOUTH REGION HIGH SCHOOL NO. 4 BY THE LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD), WHICH HIGH SCHOOL IS PROPOSED TO BE LOCATED NEAR THE NORTHEAST CORNER OF SANTA FE AVENUE AND CARSON STREET, IN THE CITY OF LONG BEACH

WHEREAS, the Los Angeles Unified School District (LAUSD) is proposing to construct a new high school to be located on a 13.7 acre parcel in the City of Long Beach near the northeast corner of Santa Fe Avenue and Carson Street; and

WHEREAS, the proposed high school is intended to serve only those students residing in the City of Carson; and

WHEREAS, the proposed high school would provide 182,000 square feet of facilities with approximately 67 classrooms to serve 1,809 students in grades 9 through 12, with 182 parking spaces for faculty and staff only; and

WHEREAS, the subject property is located in the City's industrial zone, and is currently improved with industrial buildings that are used for industrial purposes; and

WHEREAS, the City of Long Beach has continuously objected to the siting of this school at this particular location due to the fact that the site is located adjacent to a railway serving the ports of Long Beach and Los Angeles, and is also adjacent to several fuel pipelines, high voltage transmission lines, and two major freeways; and

WHEREAS, the City believes that, if built at the proposed location, students, teachers and staff will be exposed to significant health and safety risks; and

WHEREAS, the proposed facility has been designed to accommodate

1 parking for teachers and staff only, which will necessarily force student owned vehicles
2 to be parked in the adjacent industrial areas, which will pose a safety issue and will
3 exacerbate parking conditions in the area; and

4 WHEREAS, locating the school at the proposed site is, and would be,
5 inconsistent with the provisions of City's General Plan, would create an incompatible land
6 use by mixing school uses with the adjacent and surrounding industrial uses, and will
7 impact the City's ability to provide necessary police and fire services by diverting said
8 services to the proposed school site; and

9 WHEREAS, the City has provided written comments to LAUSD's Draft and
10 Re-Circulated Draft Environmental Impact Report expressing its concern regarding this
11 proposed project; and

12 WHEREAS, LAUSD has failed and refused to provide public records to the
13 City in response to a request made pursuant to the state's Public Records Act, which
14 refusal has deprived the City of all the available public information necessary to provide
15 full and complete comments to the Draft and Re-Circulated Draft Environmental Impact
16 Reports;

17 NOW, THEREFORE, the City Council of the City of Long Beach resolves as
18 follows:

19 Section 1. The City Council of the City of Long Beach opposes LAUSD's
20 approval and construction of a high school in the City of Long Beach near the northeast
21 corner of Santa Fe Avenue and Carson Street .

22 Section 2. The City Clerk is directed to transmit a copy of this resolution
23 to the Superintendent of Schools and LAUSD Board Members, and other officials,
24 agencies, entities, and individuals as may be deemed appropriate.

25 Section 3. This resolution shall take effect immediately upon its adoption
26 by the City Council, and the City Clerk shall certify to the vote adopting this resolution.

27 I hereby certify that the foregoing resolution was adopted by the City
28 Council of the City of Long Beach at its meeting of _____, 2007, by the

OFFICE OF THE CITY ATTORNEY
ROBERT E. SHANNON, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1 following vote:

2 Ayes: Councilmembers:

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6 Noes: Councilmembers:

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8 Absent: Councilmembers:

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City Clerk

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28 MJM:kjm 4/12/07 #07-01732