

# SANTA MONICA-MALIBU UNIFIED SCHOOL DISTRICT

## SANTA MONICA HIGH SCHOOL CAMPUS PLAN PROJECT

ENVIRONMENTAL IMPACT REPORT

SCH No. 2017101057

### FINDINGS OF FACT/STATEMENT OF OVERRIDING CONSIDERATIONS

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#### SANTA MONICA-MALIBU UNIFIED SCHOOL DISTRICT

FACILITY IMPROVEMENT PROJECTS

1651 SIXTEENTH STREET

SANTA MONICA, CA 90405

*Prepared by:*

**Michael Baker**

**INTERNATIONAL**

3900 KILROY AIRPORT WAY, SUITE 270

LONG BEACH, CA 90806



**PLACEWORKS**

700 SOUTH FLOWER STREET, SUITE 600

LOS ANGELES, CA 90017

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|            |  |              |
|------------|--|--------------|
| <b>1.0</b> | <b>INTRODUCTION .....</b>  | <b>1.0-1</b> |
| 1.1        | Organization of CEQA Findings of Fact .....  | 1.0-1        |
| 1.2        | Statutory Requirements .....   | 1.0-2        |
| 1.3        | Location and Custodian of Record of Proceedings .....  | 1.0-3        |
| <b>2.0</b> | <b>ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION.....</b>  | <b>2.0-1</b> |
| 2.1        | Environmental Setting.....   | 2.0-1        |
| 2.1.1      | Location .....   | 2.0-1        |
| 2.1.1      | Existing Land Uses .....   | 2.0-1        |
| 2.1.3      | Surrounding Land Uses .....  | 2.0-2        |
| 2.2        | Project Overview .....   | 2.0-2        |
| 2.2.1      | Project Design Features .....  | 2.0-3        |
| 2.3        | Project Objectives and Goals.....  | 2.0-3        |
| 2.4        | Project Approval Requirements .....  | 2.0-3        |
| 2.4.1      | Lead Agency Approval.....  | 2.0-3        |
| 2.4.2      | Other Required Permits and Approvals.....  | 2.0-4        |
| <b>3.0</b> | <b>CEQA REVIEW AND PUBLIC PARTICIPATION .....</b>  | <b>3.0-1</b> |
| <b>4.0</b> | <b>NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL<br/>EFFECTS WITHOUT MITIGATION MEASURES.....</b> | <b>4.0-1</b> |
| 4.1        | Aesthetics (Scenic Vistas, Scenic Resources, and Visual Character/Quality) .....                                     | 4.0-1        |
| 4.1.1      | Findings .....   | 4.0-2        |
| 4.2        | Agricultural Resources .....   | 4.0-2        |
| 4.2.1      | Findings .....   | 4.0-3        |
| 4.3        | Air Quality .....  | 4.0-3        |
| 4.3.1      | Findings .....   | 4.0-3        |
| 4.4        | Biological Resources .....   | 4.0-4        |
| 4.4.1      | Findings .....   | 4.0-5        |
| 4.5        | Cultural Resources (Human Remains) .....   | 4.0-5        |
| 4.5.1      | Findings .....   | 4.0-5        |
| 4.6        | Geology and Soils .....  | 4.0-5        |
| 4.6.1      | Findings .....   | 4.0-7        |
| 4.7        | Greenhouse Gases .....   | 4.0-7        |
| 4.7.1      | Findings .....   | 4.0-8        |

## TABLE OF CONTENTS

---

|            |  |              |
|------------|--|--------------|
| 4.8        | Hazards and Hazardous Materials .....  | 4.0-8        |
| 4.8.1      | Findings .....   | 4.0-12       |
| 4.9        | Hydrology and Water Quality .....  | 4.0-12       |
| 4.9.1      | Findings .....   | 4.0-14       |
| 4.10       | Land Use and Planning .....  | 4.0-14       |
| 4.10.1     | Findings .....   | 4.0-15       |
| 4.11       | Mineral Resources .....  | 4.0-15       |
| 4.11.1     | Findings .....   | 4.0-16       |
| 4.12       | Noise (Vibration, Permanent Increase in Ambient Noise Levels, Airport Noise,<br>and Airstrip Noise) .....  | 4.0-16       |
| 4.12.1     | Findings .....   | 4.0-17       |
| 4.13       | Population and Housing .....   | 4.0-17       |
| 4.13.1     | Findings .....   | 4.0-18       |
| 4.14       | Public Services .....  | 4.0-18       |
| 4.14.1     | Findings .....   | 4.0-20       |
| 4.15       | Recreation (Construction or Expansion of Recreational Facilities) .....  | 4.0-20       |
| 4.15.1     | Findings .....   | 4.0-20       |
| 4.16       | Transportation/Traffic (Consistency with the Congestion Management Plan,<br>Air Traffic, Hazards Due to a Design Feature or Incompatible Use, and<br>Emergency Access) ..... | 4.0-20       |
| 4.16.1     | Findings .....   | 4.0-21       |
| 4.17       | Utilities and Service Systems .....  | 4.0-21       |
| 4.17.1     | Findings .....   | 4.0-23       |
| 4.18       | Irreversible Environmental Changes .....   | 4.0-23       |
| 4.18.1     | Findings .....   | 4.0-24       |
| 4.19       | Growth-Inducing Impacts .....  | 4.0-24       |
| 4.19.1     | Findings .....   | 4.0-25       |
| <b>5.0</b> | <b>LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH<br/>MITIGATION INCORPORATED .....</b>  | <b>5.0-1</b> |
| 5.1        | Aesthetics (Light and Glare) .....   | 5.0-1        |
| 5.1.1      | Findings .....   | 5.0-2        |
| 5.1.2      | Rationale/Explanation .....  | 5.0-3        |
| 5.2        | Air Quality (Cumulative Increase in Criteria Pollutants) .....   | 5.0-3        |
| 5.2.1      | Findings .....   | 5.0-3        |
| 5.2.2      | Rationale/Explanation .....  | 5.0-4        |

## TABLE OF CONTENTS

|        |   |        |
|--------|---|--------|
| 5.3    | Cultural Resources (Historical Resources) .....   | 5.0-4  |
| 5.3.1  | Findings .....  | 5.0-5  |
| 5.3.2  | Rationale/Explanation .....   | 5.0-6  |
| 5.4    | Cultural Resources (Archaeological Resources) .....   | 5.0-6  |
| 5.4.1  | Findings .....  | 5.0-6  |
| 5.4.2  | Rationale/Explanation .....   | 5.0-7  |
| 5.5    | Cultural Resources (Paleontological Resources) .....  | 5.0-7  |
| 5.5.1  | Findings .....  | 5.0-7  |
| 5.5.2  | Rationale/Explanation .....   | 5.0-8  |
| 5.6    | Hazards and Hazardous Materials (Routine Transport, Use, or Disposal) .....                               | 5.0-8  |
| 5.6.1  | Findings .....  | 5.0-8  |
| 5.6.2  | Rationale/Explanation .....   | 5.0-11 |
| 5.7    | Hazards and Hazardous Materials (Release of Hazardous Materials<br>During Upset Conditions) .....         | 5.0-11 |
| 5.7.1  | Findings .....  | 5.0-12 |
| 5.7.2  | Rationale/Explanation .....   | 5.0-13 |
| 5.8    | Noise (Exceedance of Applicable Standards) .....  | 5.0-13 |
| 5.8.1  | Findings .....  | 5.0-14 |
| 5.8.2  | Rationale/Explanation .....   | 5.0-16 |
| 5.9    | Noise (Temporary Increase in Ambient Noise Levels) .....  | 5.0-16 |
| 5.9.1  | Findings .....  | 5.0-16 |
| 5.9.2  | Rationale/Explanation .....   | 5.0-16 |
| 5.10   | Recreation (Use and Deterioration of Existing Facilities) .....   | 5.0-17 |
| 5.10.1 | Findings .....  | 5.0-17 |
| 5.10.2 | Rationale/Explanation .....   | 5.0-17 |
| 5.11   | Transportation/Traffic (Measures of Effectiveness for the Performance of the<br>Circulation System) ..... | 5.0-18 |
| 5.11.1 | Findings .....  | 5.0-18 |
| 5.11.2 | Rationale/Explanation .....   | 5.0-19 |
| 5.12   | Transportation/Traffic (Public Transit, Bicycle, or Pedestrian Facilities) .....                          | 5.0-19 |
| 5.12.1 | Findings .....  | 5.0-19 |
| 5.12.2 | Rationale/Explanation .....   | 5.0-20 |
| 5.13   | Tribal Cultural Resources .....   | 5.0-20 |
| 5.13.1 | Findings .....  | 5.0-20 |
| 5.13.2 | Rationale/Explanation .....   | 5.0-22 |

## TABLE OF CONTENTS

---

|            |  |              |
|------------|--|--------------|
| <b>6.0</b> | <b>SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS.....</b>  | <b>6.0-1</b> |
| 6.1        | Air Quality (Air Quality Management Plan) .....  | 6.0-1        |
| 6.1.1      | Findings .....   | 6.0-1        |
| 6.1.2      | Rationale/Explanation .....  | 6.0-2        |
| 6.2        | Air Quality (Violate Any Air Quality Standard or Contribute Substantially to an Existing or Projected Air Quality Violation) ..... | 6.0-2        |
| 6.2.1      | Findings .....   | 6.0-3        |
| 6.2.2      | Rationale/Explanation .....  | 6.0-4        |
| 6.3        | Air Quality (Sensitive Receptors) .....  | 6.0-4        |
| 6.3.1      | Findings .....   | 6.0-4        |
| 6.3.2      | Rationale/Explanation .....  | 6.0-5        |
| 6.4        | Air Quality (Cumulative Impacts).....  | 6.0-5        |
| 6.4.1      | Findings .....   | 6.0-6        |
| 6.4.2      | Rationale/Explanation .....  | 6.0-6        |
| 6.5        | Cultural Resources (Cumulative Impacts on Archaeological and Paleontological Resources) .....                                      | 6.0-7        |
| 6.6.1      | Findings .....   | 6.0-7        |
| 6.6.2      | Rationale/Explanation .....  | 6.0-8        |
| 6.6        | Tribal Cultural Resources (Cumulative Impacts) .....   | 6.0-8        |
| 6.6.1      | Findings .....   | 6.0-8        |
| 6.6.2      | Rationale/Explanation .....  | 6.0-9        |
| <b>7.0</b> | <b>FINDINGS REGARDING PROJECT ALTERNATIVES.....</b>  | <b>7.0-1</b> |
| 7.1        | Alternative 1: No Project/No Development Alternative.....  | 7.0-1        |
| 7.1.1      | Environmental Effects.....   | 7.0-1        |
| 7.1.2      | Findings .....   | 7.0-1        |
| 7.2        | Alternative 2: Gold Concept .....  | 7.0-2        |
| 7.2.1      | Environmental Effects.....   | 7.0-3        |
| 7.2.2      | Findings .....   | 7.0-3        |
| 7.3        | Alternative 3: Campus Rehabilitation with Increased Parking.....   | 7.0-3        |
| 7.3.1      | Environmental Effects.....   | 7.0-3        |
| 7.3.2      | Findings .....   | 7.0-4        |
| <b>8.0</b> | <b>FINDINGS REGARDING CHANGES TO THE DRAFT EIR AND RECIRCULATION.....</b>  | <b>8.0-1</b> |
| 8.1        | Changes to the Draft EIR .....   | 8.0-1        |
| 8.1.1      | Findings .....   | 8.0-1        |

**9.0 STATEMENT OF OVERRIDING CONSIDERATIONS..... 9.0-1**

9.1 Significant and Unavoidable Impacts ..... 9.0-1

9.2 Air Quality (Air Quality Management Plan) ..... 9.0-1

9.3 Air Quality (Violate Any Air Quality Standard or Contribute Substantially to  
an Existing or Projected Air Quality Violation) ..... 9.0-1

9.4 Air Quality (Sensitive Receptors) ..... 9.0-1

9.5 Cultural Resources (Cumulative Impacts on Archaeological and  
Paleontological Resources) ..... 9.0-2

9.6 Tribal Cultural Resources (Cumulative Impacts) ..... 9.0-2

9.7 Project Benefits ..... 9.0-3

9.8 Conclusions ..... 9.0-3

## TABLE OF CONTENTS

---

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**1.1 ORGANIZATION OF CEQA FINDINGS OF FACT**

The Final Environmental Impact Report (EIR) for the Santa Monica High School Campus Plan ("the Proposed Project") identified potential significant environmental impacts that would result from the implementation of the Proposed Project. However, the Santa Monica–Malibu Unified School District (SMMUSD, or District) finds that the inclusion of certain mitigation measures, as part of project approval, would reduce most potentially significant impacts to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations. As required by the California Environmental Quality Act (CEQA), the District, in adopting these Findings of Fact and Statement of Overriding Considerations (findings), also adopts a Mitigation Monitoring Program (MMP) for the Proposed Project. The District finds that the MMP, which is incorporated by reference and made a part of these findings, meets the requirements of Public Resources Code (PRC) § 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the Proposed Project. In accordance with CEQA and the CEQA Guidelines, the District adopts these findings as part of the certification of the Final EIR for the Proposed Project. Pursuant to PRC § 21082.1(c)(3), the Board also finds that the Final EIR reflects the District's independent judgment as the Lead Agency for the Proposed Project.

The content and format of these Findings of Fact document are designed to meet the requirements of CEQA and the CEQA Guidelines.<sup>1,2</sup> The Findings of Fact is organized into the following sections:

- **Chapter 1: Introduction**—Outlines the organization of this document and identifies the location and custodian of the record of proceedings.
- **Chapter 2: Environmental Setting and Project Description**—Describes the location and characteristics of the site, Proposed Project overview, project design standards, Proposed Project objectives and benefits, and the required permits and approvals for the Proposed Project.
- **Chapter 3: CEQA Review and Public Participation**—Describes the steps the District has undertaken to comply with the CEQA and the CEQA Guidelines as they relate to public input, review, and participation during the preparation of the Draft and Final EIRs.
- **Chapter 4: No Environmental Effects and Less-Than-Significant Environmental Effects without Mitigation Measures** —Provides a summary of those environmental issue areas where no impacts or insignificant impacts would occur and a corresponding finding adopting the Initial Study and EIR's conclusions of insignificance.
- **Chapter 5: Less-Than-Significant Environmental Effects with Mitigation Incorporated**— Provides a summary of potentially significant environmental effects for which implementation of identified feasible mitigation measures would avoid or substantially reduce the environmental effects to less-than-significant levels and provides a corresponding finding for each effect.
- **Chapter 6: Significant and Unavoidable Environmental Effects**—Provides a summary of significant and unavoidable effects for which there are no known feasible mitigation

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<sup>1</sup> Public Resources Code (PRC), §§ 21000 et seq. (2019).

<sup>2</sup> CEQA Guidelines, CCR, Title 14, Division 6, Chapter 3, §§ 15000 et seq. (2019).

## 1.0 INTRODUCTION

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measures that would avoid or substantially reduce the environmental effects to less-than-significant levels and provides a corresponding finding for each effect.

- **Chapter 7: Findings Regarding Project Alternatives**—Provides a summary of the alternatives considered for the Proposed Project.
- **Chapter 8: Findings Regarding Changes to the Draft EIR and Recirculation**—Provides a summary of the changes to the Draft EIR in response to public comments received and finding that changes to the Draft EIR did not require recirculation of the Draft EIR for public review.
- **Chapter 9: Statement of Overriding Considerations**—Provides a summary of all of the Proposed Project's significant unavoidable adverse impacts. In addition, this chapter identifies the Proposed Project's substantial benefits that outweigh and override the Proposed Project's significant unavoidable impacts, such that the impacts are considered acceptable.

## 1.2 STATUTORY REQUIREMENTS

CEQA (PRC §§ 21081 *et seq.*), and particularly the CEQA Guidelines (Guidelines) (14 Cal. Code Regs., §§ 15091 *et seq.*), requires that:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the Proposed Project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the Proposed Project lies with another agency. (CEQA Guidelines, § 15091 (a), (b).)

When a lead agency approves a project with significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the Proposed Project outweigh the significant effects on the environment (see PRC § 21081(b)). CEQA Guidelines state in § 15093(a) that:

If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

**1.3 LOCATION AND CUSTODIAN OF RECORD OF PROCEEDINGS**

The documents and other materials that constitute the record of proceedings upon which the SMMUSD project approval is based are located at the SMMUSD's (custodian's) offices at 1651 16<sup>th</sup> Street, Santa Monica, CA 90404. The record of proceedings is provided in compliance with PRC § 21081.6(a)(2), CEQA Guidelines § 15091(e).

## 1.0 INTRODUCTION

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### 2.1 ENVIRONMENTAL SETTING

#### 2.1.1 LOCATION

The Santa Monica High School (Samohi) campus is located at 601 Pico Boulevard in the City of Santa Monica and is the only comprehensive high school in Santa Monica. It is located generally south of the intersection of Olympic Boulevard and Lincoln Boulevard, approximately 100 feet south of Interstate 10 (I-10, Santa Monica Freeway) and approximately 3.5 miles southwest of Interstate 405 (I-405, San Diego Freeway). I-10 becomes State Route 1 (SR-1, Pacific Coast Highway) approximately 800 feet west of the campus. The Pacific Ocean is approximately one-half mile to the southwest of the campus.

#### 2.1.2 EXISTING LAND USES

Samohi moved to its current location on Prospect Hill in 1913 and is approximately 26 acres in size. Most of the current campus buildings are located within the original campus site, which was bordered on the northwest by Michigan Avenue which formerly connected 4<sup>th</sup> and 7<sup>th</sup> Streets, the northeast by 7<sup>th</sup> Street, the southeast by Pico Boulevard, and the southwest by 4<sup>th</sup> Street. The land northwest of Michigan Avenue was acquired by the Santa Monica-Malibu Unified School District (SMMUSD) between 1933 and 1945, expanding the campus. Following the earthquake of 1933, there was a reconstruction period where five main buildings were reconstructed to meet earthquake standards for school buildings at the time. The existing campus buildings are typically Art Deco/Moderne or International Style in design. Due to the built-out nature of the surrounding community, it is not anticipated that the SMMUSD would be able to expand the existing campus.

The current campus comprises the following facilities:

**Academic:** Innovation, Business, Art, History, Language, English, and Music buildings

**Cultural:** Barnum Hall and the Memorial Open-Air Theater (commonly known as the Greek Amphitheatre)

**Indoor Athletic:** north gymnasium (North Gym), natatorium (pool), and south gymnasium (South Gym)

**Outdoor Athletic:** lighted football field/track, lighted baseball/softball/soccer field, seven tennis courts, and two and one-half basketball courts

**Support:** Administration Building, cafeteria, Utility Building, grounds building, outdoor gathering space, and campus parking

The Samohi campus was originally sited on a promontory (Prospect Hill), and in general, the campus grade rises northeasterly from 4<sup>th</sup> Street to 7<sup>th</sup> Street. The lowest elevation of the site is at the south corner of the campus, and the center of the existing football field is approximately 8 feet above 4<sup>th</sup> Street (approximately 70 feet above mean sea level [amsl]), while the highest point of the campus at the History Building in the eastern portion of the campus is approximately 53 feet above 4<sup>th</sup> Street and 126 feet amsl.

Within the past 30 years, the student population of Samohi has ranged between 2,400 students and 3,500 students. As of 2017, the current enrollment is approximately 2,900

## **2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION**

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students and there are 400 faculty and staff. The campus has been organized into Small Learning Communities, known as Houses. Students and faculty are divided into five decentralized Houses. Students remain with their Houses for all four years and take their core classes together with House faculty. Specialized classes are shared among the Houses.

Circulation between and among the buildings is provided via concrete pedestrian walkways, stairways, and ramps. Enclosed pedestrian bridges, walkways, and stairways allow for additional circulation between some buildings. The campus perimeter is defined primarily by concrete walls, concrete block walls, and chain-link fencing. The area around the recently completed Innovation Building includes stucco-clad walls, metal fencing, and passenger loading areas. A red brick retaining wall occurs at the south side of the football field/track, along Pico Boulevard just east of 7<sup>th</sup> Street.

### **2.1.3 SURROUNDING LAND USES**

The Samohi campus is surrounded by commercial, multifamily residential, and civic uses. Commercial and multifamily residential uses are located on the northeast side of the campus, along 7<sup>th</sup> Court Alley and along the paralleling Lincoln Boulevard. The commercial uses include gas stations, other automobile-related uses, small strip malls, and small commercial/industrial establishments that front Lincoln Boulevard. To the northeast of the campus, on 7<sup>th</sup> Court Alley (1754, 1756, and 1758 Lincoln Boulevard), are two two-story buildings with businesses on the ground floor and multifamily residential units above. The westernmost of these multifamily residential units front 7<sup>th</sup> Court Alley, approximately 25 feet northeast of the campus. One multifamily residential building, northeast of 7<sup>th</sup> Court Alley, fronts Lincoln Boulevard. Multifamily residential uses are located approximately 33 feet northwest of the campus, between 5<sup>th</sup> Street and Olympic Boulevard, as well as southeast of the campus, along Michigan Avenue.

The DoubleTree Hotel is adjacent to and west of the campus, and the Le Meridien Delfina Hotel is to the south, on the south side of Pico Boulevard. The Santa Monica Civic Center is located west of the campus; it includes the City of Santa Monica City Hall, the Santa Monica Public Safety Building, the Santa Monica Courthouse, the Civic Center parking structure, the Santa Monica Civic Auditorium, and a large civic lot surface parking area; related civic facilities are located on the southwest side of 4<sup>th</sup> Street. The Viceroy Hotel and RAND building are located west of the civic land uses. In addition, City-designated bike routes occur along Olympic Boulevard, Michigan Avenue, 7<sup>th</sup> Street, and a small section of Pico Boulevard adjacent to the campus.

## **2.2 PROJECT OVERVIEW**

The Samhoi Campus Plan (SCP) is an essential component of the planning of future campus development. With the information in the FSP and the 2011 CCJUP/SS2, a conceptual campus plan with appropriately sized sites was developed. Understanding the functional relationships among spaces and how they are used and shared guides the planning, while the phasing and function staging provides a logical overview to develop the campus with the least disruption and greatest efficiency. The SCP identified realistic goals for the campus and an achievable vision for a world-class high school.

The SMMUSD determined that the Blue Concept best met the needs of Samohi and the Project objectives. The Blue Concept incorporates the 2016 FSP and the 2011 CCJUP/SS2 FSP and would serve to reorganize the campus functions and open space. The campus entry would be shifted

## 2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

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southward along 7<sup>th</sup> Street on an axis with Barnum Hall, and the campus would be organized such that academic functions would be located toward the eastern portion of the campus and athletic functions would be located to the western portion of the campus, including the development of a new football/soccer/track and field stadium (The Blue Concept would result in the regrading of Prospect Hill to provide universal access to all students and faculty. The reconfiguration of the campus would increase the density of the site, creating a new identity and legibility to the campus. The campus would be expanded internally to include a football field/track stadium, semi-subterranean parking structures, a natatorium (aquatic) complex, a new quad between Michigan Avenue and Olympic Boulevard, and a new quad aligned with the Greek Theater and English Building.

The Proposed Project for the existing 26-acre campus defines the redevelopment or renovation of all campus facilities, with the exception of Barnum Hall and the Innovation Building, phased over a 25-year planning horizon. The Proposed Project would be implemented in nine phases and would result in the demolition of approximately 272,763 square feet of existing classroom buildings, 74,738 square feet of renovations, and the development of approximately 478,938 square feet of new buildings and 621,642 square feet of new structured parking and athletic fields. Additionally, the existing English/Humanities Building would be renovated and repurposed. The Greek Amphitheater's concrete radial seating area and stage would also be renovated. The buildout would result in the total construction of approximately 1,448,081 square feet of new classrooms, parking structures, fields, and other nonacademic facilities on the Samohi campus. Construction would also include the development of nine Utility Corridors that would provide electrical, data, gas, water, sewer, and stormwater connections throughout the SCP development phases.

### 2.2.1 Project Design Features

The SMMUSD has developed project design features (PDFs) for the following resource areas and these PDFs can be found in the following resource section the Draft EIR: Section 3.7 Hydrology, Section 3.9 Public Services, Section 3.10 Recreation, Section 3.11 Transportation and Traffic and Section 3.13 Utilities.

## 2.3 PROJECT OBJECTIVES AND GOALS

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the Proposed Project are to be discussed. The following is a statement of the Proposed Project objectives based on information provided by the SMMUSD:

- Improve learning by replacing undersized and inflexible facilities with larger spaces that accommodate diverse learning styles and allow for variable uses.
- Provide enhanced support spaces, such as libraries, cafeteria, labs, and other student services, that promote whole child development.
- Maintain the House communities that provide for decentralized administration and aid in more personal care of students and families.
- Improve the arts and athletic facilities in support of both the school and the community's educational, cultural, and recreational enhancement.
- Reorganize open space to support the House communities and foster intracampus circulation.
- Improve access, circulation, and drop-off and increase on-campus parking.
- Establish a logical and fiscally feasible sequence of phased development.
- Ensure that the campus remains whole at the end of each phase.

## **2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION**

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### **2.4 PROJECT APPROVAL REQUIREMENTS**

As required by CEQA Guidelines §15124(d) (California 2011), this section provides a list of the agencies that are expected to use the environmental analysis of the Proposed Project in their decision-making. This section also lists the permits and other approvals required to implement the Proposed Project.

#### **2.4.1 LEAD AGENCY APPROVAL**

The SMMUSD is the Lead Agency for the Proposed Project. In order to approve the Proposed Project, the SMMUSD Board of Education (Board) must first certify the Final EIR (FEIR), make formal findings, and adopt a mitigation monitoring program (MMP) and statement of overriding considerations (SOC). The Board will consider the information contained in the FEIR in making its decision to approve or deny the Proposed Project, or in directing modifications to the Proposed Project in response to the FEIR's determinations and mitigation measures. The FEIR is intended to disclose to the public the Proposed Project's details, analyses of the Proposed Project's potential environment impacts, and identification of feasible mitigation that will lessen or reduce significant impacts or cumulatively considerable to less-than-significant or less than cumulatively considerable levels.

#### **2.4.2 OTHER REQUIRED PERMITS AND APPROVALS**

The District, as lead agency pursuant to CEQA Guidelines Section 15367, has the principal responsibility for approving the Project. Approvals required for development of the Proposed Project are anticipated to include, but not be limited to, the following:

##### State of California

- Caltrans approval of an encroachment permit to modify an existing freeway divider at the top off-ramp to prevent access onto the campus from the off-ramp; curb-cuts and access to 6<sup>th</sup> Street; modifications to and partial demolition of the existing retaining wall along the south side of Olympic Boulevard;
- California Department of Education, School Facilities Planning Division approval of Project plans;
- Division of the State Architect approval of construction drawings and accessibility;
- State Fire Marshal approval of code analysis;
- State Water Resources Control Board issuance of a Construction General Permit;

##### County of Los Angeles

- Los Angeles Regional Water Quality Control Board issuance of a National Pollutant Discharge Elimination System (NPDES) permit, waste discharge permit, and construction stormwater runoff permits;
- South Coast Air Quality Management District issuance of a construction permit;

## 2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION

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- Utility providers issuance of utility connection permits;

### City of Santa Monica

- City of Santa Monica Fire Department issuance of fire permits; and
- City of Santa Monica issuance of grading permits.

Additionally, state agencies having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California are known as a "Trustee Agency." The CDFW, South Coast Air Quality Management District, and Los Angeles Regional Water Quality Control Board have been identified as Trustee Agencies for fauna, air, and water resources, respectively.



### 3.0 CEQA REVIEW AND PUBLIC PARTICIPATION

SMMUSD has complied with the CEQA Guidelines during the preparation of the Draft EIR for the Proposed Project. The Draft EIR, dated November 2018, was prepared following input from the public, responsible agencies, and affected agencies through the Draft EIR scoping process. The “scoping” of the EIR was conducted utilizing several of the tools available under CEQA. In accordance with CEQA Guidelines § 15063, a Notice of Preparation (NOP) and Initial Study were prepared and distributed to the State Clearinghouse, responsible agencies, affected agencies, and other interested parties from October 26, 2017 to November 27, 2018. A scoping meeting was held on November 13, 2017. The NOP was posted in the Los Angeles County Clerk’s office for 30 days. Information requested and input provided during the 32-day NOP comment period regarding the scope of the EIR are included in this Draft EIR.

Upon completion of the Draft EIR, the document was distributed directly to numerous agencies, organizations, and interested groups and persons for comment for a 47-day review period for the Draft EIR from November 30, 2018 to January 16, 2019. In all, 25 copies were distributed. During the review period, the Draft EIR was made available to the public at the following locations:

- Santa Monica–Malibu Unified School District, 1651 16<sup>th</sup> Street, Santa Monica, CA 90404
- Santa Monica High School Library 601 Pico, Santa Monica, CA 90405
- Santa Monica Public Library Main Branch at 601 Santa Monica Boulevard, Santa Monica, CA 90401

Additionally, SMMUSD held a community presentation on the Proposed Project and Draft EIR on December 17, 2018, at the Santa Monica High School Cafeteria. Notice of the availability of the DEIR and community presentation was included in the Notice of Availability (NOA) of the DEIR distributed on November 30, 2018 to property owners within 500 feet of the Samohi campus, as well any individual, organization, or agency that submitted comments on the Proposed Project and provided their addresses. In all 47, notices were distributed. Additionally, the NOA was printed in the Santa Monica Daily Press newspaper, posted on the SMMUSD website, and the Los Angeles County Office of the Registrar. A copy of the Draft EIR was available on both the SMMUSD website ([www.smmusd.org](http://www.smmusd.org)).

A Final EIR has been completed and includes written comments received by mail and electronic-mail on the Draft EIR, written responses to the written comments, and changes to the Draft EIR.

## **2.0 ENVIRONMENTAL SETTING AND PROJECT DESCRIPTION**

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## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATIONS**

Based on the Initial Study, Draft EIR and Final EIR (collectively the “EIR”), the referenced documents, responses to comments, and the Record of Proceedings, the District’s Board of Education finds that the Proposed Project would have no or less-than-significant environmental effects for the specific areas associated with the topics identified below.

#### **4.1 AESTHETICS (SCENIC VISTAS, SCENIC RESOURCES, AND VISUAL CHARACTER/QUALITY)**

##### Scenic Vistas

The Samohi campus is located in the City of Santa Monica, which is within a fully urbanized area and is surrounded on the north, east, and south by medium- and higher-density urban development in the City of Los Angeles. Largely uninterrupted urban development extends for approximately 3 to 4 miles north through the city and Pacific Palisades to the Santa Monica Mountains, south to Marina Del Rey and the Ballona Wetlands, and east continuously to downtown Los Angeles. A variety of natural visual resources are visible to those walking, cycling, or driving through the city. The significant natural resources include the Santa Monica Mountains to the north and east and the Pacific Ocean to the west. Views of the Pacific Ocean are primarily available from Palisades Park (a designated City landmark along Ocean Avenue) and Pacific Coast Highway (PCH), both of which are northwest and west of the Project site, respectively. Views of the ocean are also available from many of the east–west direction streets, including Pico Boulevard, which borders the Project site to the south. However, due to the presence of buildings and variations in the city’s topography, views of the ocean are limited or blocked entirely from much of the city.

The Proposed Project would result in the reconfiguration of the entire Samohi campus. The design of the new Samohi Campus buildings would reinforce the academic and institutional nature of the campus. The proposed massing, scale and modern architectural style of the new campus would be compatible with the multi-story commercial and residential buildings surrounding the Project site. The new classrooms and athletic facilities would be no more four stories in height and, as such, would not result in any obstruction of existing, recognized view resources, such as the Santa Monica Mountains and the Pacific Ocean. The EIR concluded that while the Proposed Project would alter the aesthetic characteristics of the immediate Project area, including those on-campus, it would not block short- or long-range views of valued visual resources. Furthermore, the Proposed Project would not obstruct panoramic views of visually prominent or valued resources from vantages around the site. Therefore, the Proposed Project would not obstruct an existing valued view or degrade a scenic vista and impacts on a scenic vista would be less than significant (Impact AES-1).

##### Scenic Resources

Presently, there are no scenic highways officially designated by the state within the city. Pacific Coast Highway (State Route 1) is eligible for state scenic highway designation; however, it is not currently designated as a scenic highway by the state or County of Los Angeles. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would not

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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damage a scenic resource within a state scenic highway, and no impact would occur (Impact AES-2).

### Visual Character/Visual Quality

Due to the existing layout of the Samohi campus and the landscaping and vegetation along the campus perimeter, many of the buildings are not readily visible from the public rights-of-way, including the four bordering streets (i.e., Olympic boulevard, Pico Boulevard, 4<sup>th</sup> Street, and 7<sup>th</sup> Street). However, private views of the entire Samohi campus are currently available from the upper floors of adjacent hotels (i.e., Le Meridien Delfina Hotel across Pico Boulevard to the south of the Project site and the DoubleTree Suites by Hilton immediately adjacent to the western corner of the Project site, by the baseball/softball/soccer field). In addition, views of the English/Humanities Building are most prominent to the multifamily residential units along 7<sup>th</sup> Street, and the rear façade of the Innovation Building to the multifamily units along 7<sup>th</sup> Court. Multifamily units along Pico Boulevard across from the Project site have limited views of on-campus buildings.

The EIR determined that views across the campus from the immediately adjacent areas would not substantially change from existing conditions, and the lack or limited views of valued resources, including the Santa Monica Mountains and the Pacific Ocean, remain unchanged. In addition, some phases of the Proposed Project would replace older buildings with more modern structures that are comparable in size and height to the existing buildings, and other phases would result in the relocation of existing athletic facilities to portions of the campus that currently already serve as athletic facilities. In addition, the Proposed Project would create defined, usable open spaces that enhance and expand existing quads and plazas that would maximize circulation of students between the different buildings and develop a more cohesive green space on-campus as viewed from the surrounding area. Therefore, the Proposed Project would not substantially degrade the existing visual character or quality of the Project site and its surroundings (Impact AES-3).

#### **4.1.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, the referenced documents, and the whole of the record, that the Proposed Project would result no impact to aesthetics relating to scenic resources within a state scenic highway and a less-than-significant impact relating to scenic vistas and visual character and quality.

#### **4.2 AGRICULTURAL RESOURCES**

##### Conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance

The California Department of Conservation manages the Farmland Mapping and Monitoring Program, which identifies and maps significant farmland. Farmland is classified using a system of five categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. The Project site is fully developed with existing educational uses, and no farmland exists within the area. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and no impact would occur (Impact AG-1).

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### Conflicts with an Agricultural Use or a Williamson Act Contract

The Project site is not subject to a Williamson Act contract, and the site is zoned Institutional/Public Lands (PL) in the City of Santa Monica Zoning Ordinance. This zoning district was not intended for agricultural uses. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that implementation of the Proposed Project will have no impact on zoning for agricultural use or a Williamson Act contract (Impact AG-2).

### Rezoning of Forest Land, Timberland or Timberland Production Lands

The Project site contains no forest or timber resources and is not zoned for forestland protection or timber production; therefore, the Proposed Project would not have an impact on any lands with such zoning. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would not conflict with or cause rezoning of forest land, timberland, or timberland production lands (Impact AG-3).

### Conversion or Loss of Forest Lands

The Project site does not contain any forest or timber resources. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have no impact as it relates to loss of forest land or forest land conversion (Impact AG-4).

### Changes in the Existing Environment leading to Conversion of Farmland or Forest Land

No Project features would necessitate or result in the conversion of off-site farmland, loss of forest land, nor conversion of forest land to non-forest uses. The entirety of the Proposed Project would occur on the existing school campus, which is not located adjacent to or in the vicinity of any farmland or forest land. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no project impacts that would result in conversion of farmland or forest land to non-agricultural uses (Impact AG-5).

#### **4.2.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in no impacts to agricultural and forestry resources.

### **4.3 AIR QUALITY**

As evaluated in the EIR, the Project would not create objectionable odors affecting a substantial number of people (Impact AQ-5). Construction activity associated with the Project may generate detectable odors from heavy-duty equipment exhaust, asphalt off-gassing, and architectural coating applications. Construction-related odors would be short term in nature and cease upon Project completion. Any impacts to existing adjacent land uses would be short term. Odor impacts are less than significant.

#### **4.3.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in no significant environmental effects related to odors.

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### **4.4 BIOLOGICAL RESOURCES**

#### Sensitive or special-status species in local or regional plans, policies, or regulations

The Project site is currently fully developed with educational facilities and located in an urban setting that contains some open space and mature trees. However, it is not identified as containing any habitat of candidate, sensitive, or special-status species, or riparian habitat or other sensitive natural community as listed in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Given the fully disturbed nature of the Project site, there is limited potential for the presence of special-status species at the site. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that impacts related to sensitive and special status species would be less than significant (Impact BIO-1).

#### Riparian habitat or other sensitive natural community

The Project site is currently developed and located in an urban residential setting; it does not contain any riparian habitat or other natural habitat as designated by the CDFW or USFWS. The Proposed Project would not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the CDFW or USFWS. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that no impacts related to riparian habitat or other sensitive natural community would occur (Impact BIO-2).

#### Federally protected wetlands, as defined by Section 404 of the Clean Water Act

The Proposed Project would not influence federally protected wetlands as defined by Section 404 of the Clean Water Act (e.g., marsh, vernal pool, coastal wetlands) through direct removal, filling, hydrological interruption, or other means. The Project site is currently developed and located in an urban setting; it does not contain any wetlands as defined by Clean Water Act Section 404. The nearest estuarine and marine wetland to the Project site is approximately one-half mile to the west in the Pacific Ocean. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that no impacts to federally protected wetlands would occur (Impact BIO-3).

#### Migratory wildlife corridors and Native wildlife nursery sites

Implementation of the Proposed Project would not interfere with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, nor would it impede the use of native wildlife nursery sites. The Project site is an existing school in an urban residential environment; it does not contain any watercourse, greenbelt, or open space for wildlife movement, nor does it provide appropriate habitat for plants or wildlife. The Proposed Project would remove a limited number of trees on the Project site; however, no sensitive tree species would be removed. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that with compliance with the Migratory Bird Treaty Act and with City Municipal Code requirements related to tree protection would ensure a less than significant impact to migratory wildlife species (Impact BIO-4).

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### Conflict with any local policies or ordinances protecting biological resources

All public schools in California are owned by the State and are therefore considered state property. Samohi is not public property owned by the City. Therefore, the City's tree protection ordinance does not apply to Samohi. However, the District is committed to taking the necessary measures to protect and preserve the urban forests on the campus wherever possible. Although trees would be removed from the Project site, they are not protected by a preservation policy or an ordinance. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that tree removal and/or relocation would be less than significant (Impact BIO-6).

### Conflict with an adopted habitat conservation plan

The Project site is in an urban area that contains some open space and mature trees. However, no natural community or habitat conservation plans apply to the Project site. As such, implementation of the Proposed Project would have no potential to affect such plans. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Project would have no impacts related to an adopted conservation plan (Impact BIO-7).

#### **4.4.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record that the Proposed Project would result in no impacts to biological resources relating to protected plant and animal species and conservation plans, protected wetlands, and less-than-significant impacts the movement of native resident or migratory species and local policies and ordinances.

### **4.5 CULTURAL RESOURCES (HUMAN REMAINS)**

There are no known human remains in the Project area. However, human remains have the potential to be identified during ground disturbance. The Proposed Project would be required to comply with Public Resources Code Section 5097.98 and California Health and Safety Code Section 7050.5 to address the inadvertent discovery of human remains during ground disturbance activities. The EIR determined that compliance with laws that protect cultural resources and human remains upon inadvertent discovery during construction activities would reduce impacts to less than significant (Impact CUL-4).

#### **4.5.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record that the Proposed Project would result in less-than-significant impacts to cultural resources relating to human remains.

### **4.6 GEOLOGY AND SOILS**

#### Fault Rupture, Seismic Ground Shaking, Liquefaction, and Landslides

There are no active or potentially active faults known to cross the Project site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. However, several active and potentially active faults are mapped within proximity to the site. The Santa Monica fault is approximately 1.4

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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miles to the north of the Project site; the Palos Verdes fault is approximately 4 miles to the southwest, the Newport Inglewood fault is 5.5 miles to the east and the Hollywood fault is approximately 6.3 miles to the northeast. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the risk from rupture of an earthquake fault would be less than significant (Impact GEO-1 (i)).

The Project site may experience strong ground shaking resulting from an earthquake occurring along one or more of the major faults identified above. However, implementation of the Project would be required to comply with construction standards contained in the California Building Code for the protection of public safety. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that through compliance with these regulatory requirements and the utilization of appropriate seismic design parameters from the current building code, potential impacts relating to seismic shaking would be reduced to less than significant (Impact GEO-1 (ii)).

The Project site is not located within an area that is potentially susceptible to liquefaction. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that, in consideration of the Project's conformance with standard structural design requirements from the current building code, potential impacts relating to seismically induced settlement, as well as seismic-related ground failure and liquefaction, would be reduced to less than significant (Impact GEO-1 (iii)).

The Project site is not located in an area mapped as potentially susceptible to seismically-induced landslides. The Project would conform with standard structural design requirements from the current building code. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no impacts related to landslides (Impact GEO-1 (iv)).

### Soil Erosion or Loss of Topsoil

Soil materials on the Project site may be exposed during any future temporary ground disturbance (e.g., excavation and grading), particularly during heavy rains, and are expected to be moderately susceptible to erosion. Accordingly, grading and construction on the Project site would result in ground surface disruption that would also create the potential for erosion or sediment runoff. However, Project-related construction activities would comply with erosion control requirements, including grading and dust control measures, pursuant to all applicable grading permit regulations, including the City of Santa Monica's Urban Runoff Pollution Control Ordinance and other applicable sections of the SMMC, that specify necessary measures, plans, and inspections to reduce siltation, sedimentation, erosion, and flooding, and to the satisfaction of the California Department of General Services' Division of the State Architect. The potential for erosion would be minimized through the application of best control practices (BMP) strategies, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and an Erosion and Sediment Control Plan (ESCP) that identify specific temporary erosion control measures, such as silt screens, temporary catchment basins and/or sandbagging to control runoff and contain sediment transport within the Project site during construction. To reduce wind-related erosion, wetting of soil surfaces, covering exposed round areas and soil stockpiles, and tackifiers would be utilized during construction activities, as appropriate. Implementation of BMPs would ensure that water- and wind-related erosion would be confined to the construction area and not transported off-site. As such, the EIR determined that through compliance with existing regulations, including implementation of BMPs, the Proposed Project would not result in substantial soil erosion and/or loss of topsoil, and impacts from soil erosion would be less than significant (Impact GEO-2).

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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Following completion of Project construction, the campus would be improved with new structures, hardscape, landscaping, and appropriate drainage control improvements, all of which would reduce the potential for any soil erosion. In addition, compliance with applicable requirements related to stormwater runoff would ensure that the Proposed Project would not result in substantial soil erosion and/or loss of topsoil. Therefore, the EIR determined that impacts from soil erosion would be less than significant.

### Geology and Soils (Unstable Soils)

The potential for lateral spreading, liquefaction, subsidence, and other types of ground failure or collapse has been addressed above. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that impacts related to unstable soils would be less than significant (Impact GEO-3).

### Expansive Soils

Soil materials on-site have a low to medium expansion potential. Implementation of standard engineering and earthwork construction practices, such as proper foundation design and proper moisture conditioning of earthen fills would reduce the impacts associated with expansive soils to less-than-significant levels (Impact GEO-4).

### Septic Tanks or Alternative Wastewater Disposal Systems

The Project site is in an urbanized area served by existing wastewater infrastructure; therefore, no septic tanks or alternative wastewater disposal systems exist or are proposed. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would not result in impacts related to the ability of soils to support septic tanks or alternative wastewater disposal systems, and no impacts would occur (Impact GEO-5).

## **4.6.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record, that the Proposed Project would result in less-than-significant impacts to Geology and Soils relating to faulting, strong seismic ground shaking, seismic related ground failure, landslides, unstable soils erosion, loss of top soil, and expansive soils, and no impact relating to septic tanks or alternative wastewater disposal systems.

## **4.7 GREENHOUSE GASES**

As evaluated in the EIR, the Project would not generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment (Impact GHG-1) and would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG (Impact GHG-2). Considering both construction and operation, the Project would result in approximately 1,592.43 metric tons of carbon dioxide equivalent (CO<sub>2</sub>e) GHG emissions annually. The Proposed Project would implement sustainable design features that would go beyond Title 24 energy efficiency standards and would comply with the California Green Building Standards (CALGreen). Design features would include the purchase of Energy Star-rated equipment, installation of energy-efficient lighting, water efficiency through utilization of native and other drought-tolerant plants, efficient irrigation systems, and water-

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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conserving interior fixtures beyond those required by code. Accordingly, a less-than-significant impact related to GHG would occur as result of the Project.

### **4.7.1 FINDINGS**

The Board of Education finds, based on the EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in less-than-significant impacts related to greenhouse gas emissions.

## **4.8 HAZARDS AND HAZARDOUS MATERIALS**

### Hazardous Emissions Within One-Quarter Mile of an Existing or Proposed School

The Project site is the existing Samohi campus; however, the site is not located within one-quarter mile of any other existing or proposed school. The nearest schools are John Muir Elementary, 0.36 mile to the southeast; Olympic High (Continuation), 0.53 mile to the southeast; Santa Monica Alternative (K-8), 0.47 mile to the southeast. No new schools are proposed in or around Samohi Campus. As noted in the EIR, hazardous materials databases maintained by state and federal agencies were reviewed, and sites of potential concern because of known presence of contamination were identified within 1 mile of the Project site.

The Proposed Project will involve the routine handling of hazardous materials, substance, or waste that are common to educational facilities. Vocational educational activities are required to adhere to regulatory standards for such facilities, so that a release of hazardous emissions or of solid/liquid hazardous materials are isolated to the immediate area, and to ensure that any accidents inside a building are quickly contained in a manner that protects the safety of the students and faculty and does not spread beyond the immediate location of the accident. As such, the EIR determined that the Proposed Project impacts related to hazardous emissions or handling of hazardous materials within one-quarter mile of an existing or proposed school would be less than significant without mitigation (Impact HAZ-3).

### Hazardous Materials Sites

Samohi is listed within environmental databases that are compiled pursuant to Government Code Section 65962.5. These databases include EnviroStor and School Property Evaluation Program (SCH). The California Department of Toxic Substances Control (DTSC)'s EnviroStor database, and SCH listings, state that the Samohi Campus entered into a Voluntary Cleanup Agreement with the DTSC in September 2010. In March 2011, the District submitted a Limited Soil Gas Survey Report that indicated no detectable volatile organic compounds (VOCs) were measured at representative locations in planned new classroom construction, as discussed in the Phase I ESA, included as Appendix H of the Draft EIR. On May 9, 2011, the DTSC concurred that no further action with respect to soil vapor contamination remediation was required at the site. DTSC recommended future soil vapor sampling due to potential offsite sources of contamination.

The school property is also listed in the Resource Conservation and Recovery Act – Small Quantity Generator (RCRA-SQG), Facility Index System/Facility Registry System (FINDS), Facility and Manifest Data (HAZNET), and Enforcement and Compliance History Online (ECHO)databases. As stated in the Phase I Environmental Site Assessment (ESA), available as Appendix H of the EIR, the RCRA-SQG, FINDS, and ECHO listings indicate that the Site has been registered as a small quantity

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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generator of hazardous wastes since at least 1986; however, no violations were identified within the listings related to hazardous waste generation at the Project site. According to HAZNET database listings, the Project site generated polychlorinated biphenyls (PCBs), waste oil, contaminated soil from cleanup activities, waste laboratory chemicals, and organic waste between 1994 and 2014. The HAZNET database indicates that the wastes generated were properly disposed of under manifest. Therefore, as stated in the Phase I ESA, the contaminated soil from Project site cleanup and PCB-containing wastes are not expected to represent a Recognized Environmental Concern (REC) within the site.

With compliance with existing federal, state, and local regulations pertaining to the transport, handling, and disposal of hazardous materials, as well as implementation of Project Design Features HAZ-1, Worker Safety Plan, and HAZ-2, Construction Staging Plan, constructed-related ground disturbance and operation of the Proposed Project would not create a significant hazard to the public or the environment. Therefore, the EIR determined that impacts related to proximity to hazardous materials sites would be less than significant without mitigation (Impact HAZ-4).

### Safety Hazards Resulting from Proximity to Public Airport

The Project site is approximately 1.5 miles from Santa Monica Municipal Airport located at 3223 Donald Douglas Loop South. However, the Los Angeles County Airport Land Use Plan indicates that the Project site is not located in the airport influence area for Santa Monica Municipal Airport. Further, Federal Aviation Regulation (FAR) Part 77 regulations establish standards and notification requirements for objects affecting navigable airspace, and CFR Title 14 Part 77.13 requires that any applicant who intends to perform any construction or alterations to structures that exceed 200 feet in height above ground level must notify the Federal Aviation Administration for project approval. The Proposed Project does not include high-rise structures in proximity to the airport airway that would conflict with FAR Part 77 regulations. As a result, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no safety hazards for people residing or working in the project area, and no impacts would occur (Impact HAZ-5).

### Safety Hazards Resulting from Proximity to Private Airstrip

The Project site is not in the vicinity of a private airstrip. As such, the Initial Study, included as Appendix A of the Draft EIR determined that the project would not result in a safety hazard for people residing or working in the Project area, and no impacts would occur (Impact HAZ-6).

### Emergency Response or Evacuation Plans

The District has developed the Comprehensive School Safety Plan (CSSP) per Senate Bill 719 and Assembly Bill 115 to ensure a safe learning environment and site-based emergency preparedness for all students, faculty, and staff. The CSSP is intended to ensure compliance with state and federal school safety program regulations. Further, the District has established a plan for maintaining a liaison with any multi-agency Emergency Operation Center and the County Emergency Operations Center to help facilitate effective coordination of aid requests, resources, and the general flow of information among all agencies and jurisdictions in the region. The District also has an evacuation plan in the CSSP that includes exit routes around several existing buildings and involves the existing location of the softball field. With the reconfiguration of the campus, the

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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evacuation routes would be affected; however, as required under Senate Bill 719 and Assembly Bill 115, the CSSP is to be updated as relevant. The District reviews and updates the CSSP annually.

As determined in Section 3.6 of the Draft EIR, annual updates to the CSSP and ongoing compliance with applicable state and local regulations and project site design requirements pertaining to emergency vehicle access would result in less-than-significant impacts on implementation of emergency response and evacuation plans (Impact HAZ-7).

### Safety Hazards Resulting from Wildland Fires

The City of Santa Monica is not identified by the California Department of Forestry and Fire Protection as a community at risk from wildfire. Further, the Project site is in a fully built out urban environment. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no impact regarding exposure of people to wildland fire hazards as a result of Project implementation (Impact HAZ-8).

### Safety Hazards resulting from Proximity to Waste Disposal Sites, Hazardous Substance Release, or Proximity to Pipelines

As discussed in Section 3.6, Hazards and Hazardous Materials, of the Draft EIR, the Project site is not listed as an open hazardous materials release site identified by the California Department of Public Health. Further, the Project site is not a current or former hazardous waste or solid waste disposal site and does not contain one or more underground or aboveground pipelines that carry materials or hazardous wastes. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no impact as it relates to this impact (Impact HAZ-9).

### Safety Hazards Resulting from Proximity to Facilities Emitting Hazardous Material

The Phase I ESA that was conducted for the Proposed Project, included as Appendix H of the Draft EIR, identified that the Samohi campus site is located within one-quarter mile of two sites that were known to have hazard substances. The two sites include the Chevron Station at 1732 Lincoln Boulevard, adjacent to the northeast of the Project site, and the Double Tree Hotel at 1732 4<sup>th</sup> Street, adjacent to existing ballfield at the northwest portion of the Project site. As discussed in Section 3.6 of the Draft EIR, the Chevron Station does not represent a Recognized Environmental Concern (REC) for the Project Site, and the REC for the Doubletree Hotel identifying the potential for groundwater VOC impacts was closed according to recommendations in the Phase II ESA, included as Appendix H of the Draft EIR. As such, the EIR determined that there would be a less-than-significant impact as it relates to hazardous emissions within one-quarter mile of the Project site (Impact HAZ-10).

### Safety Hazards Resulting from Proximity to Powerline Easements

California Department of Education requirements, as described in CCR Title 5 Section 14010(c), require that the property line of the site be at least the following distances from the edge of respective power line easements: (1) 100 feet for 50–133 kilovolt (kV) lines, (2) 150 feet for 220–230 kV lines, and (3) 350 feet for 500–550 kV lines. As stated in the Phase II ESA, available in Appendix H of the Draft EIR, the facilities mapping division of Southern California Edison confirmed that there no transmission lines similar to the ones described above in the work area. As such, the Initial Study,

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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included as Appendix A of the Draft EIR, determined that there would be no impact resulting from Project site proximity to powerline easements (Impact HAZ-11).

### Safety Hazards Resulting from Proximity to Railroad Track Easements

As stated in the Phase II ESA, available as Appendix H of the EIR, a study performed by Leighton Consulting reviewed United States Geological Survey 7.5-minute series topographic maps, aerial imagery, and the Thomas Brothers Map Guide, as well as performed site reconnaissance of the Project site and surrounding area to conclude that there are no railroad track easements 1,500 feet of the Project Site. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no impact resulting from Project site proximity to a railroad track easement (Impact HAZ-12).

### Safety Hazards Resulting from Proximity to a Reservoir, Wastewater Storage Tanks, or High-Pressure Water Lines

No aboveground reservoirs or water storage tanks were observed in the vicinity of the Project site that may pose a hazard to the Proposed Project. The Phase II ESA Checklist Study, available within Appendix H of the Draft EIR, identified 12 water pipelines within 1,500 feet of the Project site. Accordingly, a Stage 2 Pipeline Risk Analysis was conducted. The closest pipeline is approximately 205 feet from the site. As described in the Initial Study, included as Appendix A of the Draft EIR, all pipelines identified by the Checklist Study and the Stage 2 Pipeline Risk Analysis are farther than 59 feet from the Project site, which is the threshold distance calculated as the maximum impact distance for these pipelines. As such, the Initial Study determined that impacts related to pipelines, reservoirs, and wastewater storage tanks would be less than significant (Impact HAZ-13).

### Safety Hazards Resulting from Proximity to a Pipeline

As discussed in the Phase II ESA, included as Appendix H of the Draft EIR, the Project site is not located within 1,500 feet of a pipeline that may pose a safety hazard. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no safety hazards posed by the proximity of the project site to a pipeline and no impact would occur (Impact HAZ-14).

### Safety Hazards Resulting from Proximity to a Propane Tank

As discussed in the Phase II ESA, included as Appendix H of the Draft EIR, field reconnaissance performed by Leighton Consulting determined that there are no aboveground storage tanks within a 1,500-foot radius of the Project site that could pose a safety hazard. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that there would be no safety hazards associated with the proximity of the Project site to an aboveground propane tank (Impact HAZ-15).

### Proportionate Length to Width Ratio

The Proposed Project has been specifically designed to fit within the boundaries of the Project site. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have a proportionate length-to-width ratio, therefore accommodating the Project and resulting in no impacts associated with a disproportionate length to width ratio (Impact HAZ-16).

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### Located within 2,000 Feet of a Significant Hazardous Waste Disposal

As discussed in the Phase II ESA, included as Appendix H of the Draft EIR, the Samohi campus does not have any current or former use as a hazardous waste disposal site. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Project site is not located on a site that is within 2,000 feet of a significant disposal of hazardous waste and no impacts would occur (Impact HAZ-17).

### **4.8.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record, that the Proposed Project would result in no impacts to Hazards and Hazardous Materials as it relates to site design (proportionate length to width ratio); wildland fire risks; and risks associated with close proximity to public or private airports, hazardous waste disposal sites, high-voltage power lines, pipelines, and propane tanks. Further, the Proposed Project would result in less-than-significant impacts to Hazards and Hazardous Materials as it relates to hazardous material emissions; proximity to listed hazardous materials sites, wastewater storage tanks, high-pressure water lines; and adopted emergency response and evacuations plans.

### **4.9 HYDROLOGY AND WATER QUALITY**

#### Violation of Water Quality Standards and Waste Discharge Requirements

The Proposed Project would have the potential to result in degradation of water quality during both the construction and operational phases. Polluted runoff from the Project site during construction and operation could include sediment from soil disturbances, oil and grease from construction equipment, and pesticides and fertilizers from landscaped areas. This degradation could result in violation of water quality standards. However, the District or its contractor will be required to prepare a SWPPP pursuant to Regional Water Quality Control Board (RWQCB) standards and subject to RWQCB review for each phase of the Project. The SWPPP will include measures designed to reduce or eliminate erosion and runoff into waterways. Best management practices include wattles, covering of stockpiles, silt fences, and other physical means of slowing stormwater flow from the graded areas to allow sediment to settle before entering stormwater channels. The method used would be described in the SWPPP and may vary depending on the circumstances of construction. Additionally, the Project would not violate any waste discharge requirements. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that, because of these standard procedures and the requirement to prepare a SWPPP, Project impacts to water quality would be less than significant (Impact WQ-1).

#### Groundwater Supplies

Although the City relies on groundwater to supplement the water supply, the landscaping/turf would be watered with recycled water; therefore, operation of the Proposed Project would not significantly increase demand for or otherwise deplete groundwater supplies. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that impacts to groundwater supplies would be less than significant (Impact WQ-2).

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### Alteration of Existing Drainage Patterns

Through the implementation of the BMPs outlined in SMMC Section 7.10.100 and compliance with applicable grading regulations, the Project would not substantially alter the Project site drainage patterns in a manner that would result in substantial erosion, siltation, or flooding on- or off-site. Similarly, adherence to standard compliance measures, such as the preparation and implementation of a SWPPP and ESCP (both of which will include temporary erosion control measures) during each phase of construction activities, would ensure that the Proposed Project would not cause flooding that would substantially change the current pattern of stormwater flow during construction. As such, construction activity related impacts associated with siltation, sedimentation, erosion, and flooding associated with the construction of the Proposed Project would be less than significant.

During Project operation, on-site drainage patterns would be slightly altered as the layout of the new campus buildings and facilities would be different from existing conditions. However, the Proposed Project would prepare a Runoff Mitigation Plan, which would outline the stormwater BMPs for each Project phase to control runoff and pollutants associated with storm events, consistent with the City of Santa Monica's Urban Runoff Pollution Control Ordinance (SMMC Chapter 7.10).

As a result, the EIR determined that the Proposed Project would not increase the amount of surface runoff in a water body or result in a permanent adverse change to the drainage pattern of surface runoff that would result in any incremental impact on either on-site or off-site erosion, siltation, or flooding during a storm event. As such, impacts related to siltation, sedimentation, erosion, and flooding associated with the operation of the Proposed Project would be less than significant (Impacts WQ-3 and WQ-4).

### Stormwater Drainage Systems and Sources of Polluted Runoff and Water Quality Degradation

As discussed above, the Proposed Project would be designed to be consistent with all applicable grading permit regulations, including the City's Urban Runoff Pollution Control Ordinance and other applicable sections of the SMMC, that specify necessary measures, plans, and inspections to reduce stormwater runoff and runoff pollution. Accordingly, implementation of BMPs and standard compliance measures, such as the preparation and implementation of a SWPPP and ESCP (both of which will include temporary erosion control measures), during each phase of construction activities, would ensure that the Proposed Project would not result in substantial additional sources of stormwater pollution during construction. As such, the EIR determined that impacts related to the Project's contribution to the exceedance of the capacity of existing or planned stormwater drainage systems or substantial additional sources of polluted runoff to degrade water quality during construction would be less than significant.

The proposed on-site drainage system would slow stormwater runoff velocities, allow sediment to settle out of the water, and capture trash and debris collected in the system. Accordingly, these stormwater basins would be capable of retaining a greater volume of stormwater runoff resulting from impervious surfaces on-site than existing conditions and would maintain stormwater runoff up to a 0.75-inch storm event to ensure that no net increase in stormwater discharge off-site would result from the Proposed Project. While the proposed Project may alter existing on-site drainage patterns, any such alterations would be designed to meet local, state, and federal water quality standards and to ensure that stormwater flows do not result in substantial erosion or siltation to

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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contribute additional sources of polluted runoff. As a result, the EIR determined that the Proposed Project would not contribute to the exceedance of the capacity of existing or planned stormwater drainage systems or any additional sources of polluted runoff to degrade water quality during operation, and impacts would be less than significant (Impacts WQ-5 and WQ-6).

### Flooding

The Project site is not located within a flood zone. Similarly, the Project site is located outside of a dam or levee inundation area due to the absence of such structures near the Project site. Further, the Project does not propose the development of housing. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would not place housing or structure in a 100-year flood hazard zone or expose people or structures to flooding as a result of a failure of a levee or dam, and no impacts related to flooding would occur (Impacts WQ-7, WQ-8, and WQ-9).

### Inundation by Seiche, Tsunami, or Mudflow

The Project site is located approximately 0.5 mile from the Pacific Ocean. However, according to tsunami inundation maps for the Santa Monica area produced by the California Emergency Management Agency, the Project site would not be affected by a tsunami or seiche. Additionally, the topography of the Project site is essentially flat and is not at risk of mudflows. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that implementation of the Proposed Project would not result in any impacts related to seiche, tsunami, or mudflow, and no impacts would occur (Impact WQ-10).

### **4.9.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record, that the Proposed Project would result in no impacts to hydrology and water quality relating to flood hazard zones or flooding and less-than-significant impact to hydrology and water quality relating to water quality standards, groundwater, waste discharge, and drainage patterns.

## **4.10 LAND USE AND PLANNING**

### Division of an Established Community

The Proposed Project would involve reconfiguring and redeveloping an existing high school campus, and would therefore not divide an established community, as the Samohi campus is an existing part of established community. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would result in not physically divide an established community and no impact would occur (Impact LU-1).

### Conflict with Plans for the Purpose of Avoiding or Mitigating an Environmental Effect

No changes to the existing land use designation or zoning are required or proposed with the Project. Additionally, the Project would result in a continuation of the existing use of the site (academic and community uses) and would not conflict with the intended use of the property or with surrounding land uses, nor would it conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project. Therefore, the Initial Study, included as Appendix A of the Draft EIR,

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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determined that no impacts relating to applicable land use plans, policies, or regulations would occur as a result of the Proposed Project (Impact LU-2).

### Conflict with Habitat Conservation Plan or Natural Community Conservation Plan

The Proposed Project would have no potential to conflict with any habitat conservation plan or natural community conservation plans, since no such plans have been prepared for the Project site. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have no impacts related to habitat conservation plans or natural community conservation plans (Impact LU-3).

#### **4.10.1 FINDINGS**

The Board of Education finds, based on the Initial Study EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in no impacts to Land Use relating to the division of an established community or conflict with applicable land use plans, policies, or regulations adopted for the purpose of mitigating an environmental effect (including habitat conservation and natural community conservation plans).

#### **4.11 MINERAL RESOURCES**

##### Loss of Availability of Regionally Significant Mineral Resources

As discussed in the Initial Study and DEIR, no mineral resource recovery sites are located on or in the immediate vicinity of the Project site. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that implementation of the Proposed Project would have no impact related to the loss of availability of a known mineral resource or resource recovery site (Impact MIN-1).

##### Loss of Availability of a Locally Important Mineral Resource Recovery Site

As discussed above, no mineral resource recovery sites are located on or in the immediate vicinity of the Project site. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have no impact related to the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan (Impact MIN-2).

#### **4.11.1 FINDINGS**

The Board of Education finds, based on the Initial Study and EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in no impact to mineral resources.

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### **4.12 NOISE (VIBRATION, PERMANENT INCREASE IN AMBIENT NOISE LEVELS, AIRPORT NOISE, AND AIRSTRIP NOISE)**

#### Vibration

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures. A groundborne vibration level of 0.006–0.019 is considered a threshold of perception and the possibility of intrusion, a vibration level of 0.08 is considered readily perceptible, and a vibration level of 0.10 is considered continuous vibration that begins to annoy people. Vibration velocities from typical heavy construction equipment operation that would be used during Project construction range from 0.035 to 0.089 inch per second (in/sec) peak particle velocity (PPV) at 25 feet from the source of activity, which would fall in the lower vibration levels. The closest sensitive receptors would be on-site classrooms approximately 150 feet from construction activity, and this increased distance from the ground vibration activities further reduces the vibration levels that would range from 0.003 to 0.006 in/sec PPV. Groundborne vibration decreases rapidly with distance. Therefore, the EIR determined that short-term construction would not expose receptors to significant groundborne vibrations (Impact NOI-2), and impacts related to groundborne vibration would be less than significant.

#### Permanent Increase in Ambient Noise Levels

The Proposed Project would result in a major relocation and expansion of sport fields and courts, educational buildings, parking lots, and student areas. The football stadium would accommodate up to 3,500 people and the expanded parking on campus would bring more vehicular movement in and out of the Project site. Accordingly, operational noise is anticipated to increase compared to existing conditions. The loudest event held at the stadium, a sold-out varsity football game, would include the following stationary noise sources: people arriving to the game, crowds cheering, the high school band playing, the public address (PA) system, and people leaving after the sporting event. There would be approximately five home varsity football games each season, lasting an estimated three hours each. As identified in the EIR, acoustical studies of high school football games with approximately 3,000 to 5,000 attendees indicate that these types of events typically generate noise levels of 66  $L_{eq}$  dBA at a distance of 250 feet from the center of the field.

Under Section 4.12.30 of the SMMC, activities conducted on public parks, public playgrounds, and public or private school grounds, including school athletic and entertainment events, are exempt from noise laws and ordinances. However, as presented in the EIR, exterior and interior noise levels would not exceed the City noise standards of 65 dBA and 45 dBA, respectively. Therefore, the EIR determined that permanent increase in ambient noise resulting from the operation of the Project would be less than significant.

#### Airport Noise

The Project site is within 1.5 miles of the Santa Monica Municipal Airport. However, the Los Angeles County Airport Land Use Plan indicates it is well outside of the airport influence area and airport

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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noise contours. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that Project implementation would not expose people to excessive airport related noise levels, and no impacts would occur (Impact NOI-5).

### Air Strip Noise

The Project site is not in the vicinity of a private airstrip. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Project would not expose people residing or working in the Project area to excessive noise levels from such uses, and no impacts would occur (Impact NOI-6).

#### **4.12.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record that the Proposed Project would result in a less-than-significant impact to vibration noise and permanent increases in noise levels, and no impact related to excessive noise associated with airports or private airstrips.

### **4.13 POPULATION AND HOUSING**

#### Growth Inducement

The Project site is on an established school campus, and no new roads or extensions of existing roads are proposed. The Project does not include the construction of any new homes or businesses. The Proposed Project would not expand the capacity of Samohi nor result in an increase in student enrollment. Rather, the objective of the Proposed Project is to provide new classrooms, athletic fields and facilities, a music room, a student center, a library, and additional parking. None of these uses would result in a substantial increase in population. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have no impact related to direct or indirect increases in population growth (Impact PH-1).

#### Displacement of Housing

No residences would be displaced or removed as a result of the Proposed Project. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that the Project would have no impact on existing housing (Impact PH-2).

#### Displacement of People

The Proposed Project would not involve the removal or relocation of any housing. Therefore, the Initial Study, included as Appendix A of the Draft EIR, determined that no impacts related to displacement of people or replacement housing would occur as a result of the Proposed Project (Impact PH-3).

#### **4.13.1 FINDINGS**

The Board of Education finds, based on the IS, EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in no impact to population and housing.

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### **4.14 PUBLIC SERVICES**

#### Fire Protection

The Santa Monica Fire Department (SMFD) protects more than 92,000 residents in an area of 8.3 square miles. The SMFD provides fire protection and emergency medical services in Santa Monica, including the Project site. In Santa Monica, four fire stations are operated by the SMFD. Fire station #1, located at 1444 7th Street, is approximately 0.4 mile northwest of the Project site. Fire station #1 has two paramedic engine companies, one ladder truck, an air/rescue truck, and one command vehicle with a battalion chief. Station #2, at 222 Hollister Avenue, is approximately 0.6 mile south of the Project site. Equipment at this station includes a fire engine company with one paramedic engine company, one urban search and rescue vehicle, one reserve engine, two paramedic engine companies, one hazardous materials response vehicle, and one reserve engine.

The Proposed Project involves the enhancement of an existing school facility and would not result in additional enrollment capacity or staff population at the existing school campus, the Proposed Project would not create additional demand for fire protection services. As discussed in the Draft EIR, the Proposed Project would construct new buildings with updated fire suppression technology and would establish a new campus layout allowing for improved emergency access. Because the Proposed Project would not result in an increase in student or staff population, the EIR determined that the Proposed Project would not require new or physically altered, off-site fire protection facilities in order to maintain acceptable service ratios, response times, or other performance objectives (Impact PS-1a). Therefore, impacts would be less than significant.

#### Police Protection

The Santa Monica Police Department (SMPD) provides law enforcement services to the Project site. The department headquarters are located at 333 Olympic Drive, approximately 0.25 mile west of the Project site. The SMPD has a Neighborhood Resource Officer program that divides the city into four distinct patrol areas (beats), each with a dedicated officer assigned to the beat to address community livability issues. The SMPD Public Service Officers patrol the parks, Santa Monica Municipal Airport, the beach, and the downtown business district (3rd Street Promenade). SMPD Patrol and Community Services is the primary unit responsible for the preservation of peace and protection of life and property; the Operations Division maintains a 24-hour-a-day city patrol.

The Proposed Project involves the enhancement of an existing school facility and would not result in additional enrollment capacity or staff population at the existing school campus, the Proposed Project would not create additional demand for police protection services. As discussed in the Draft EIR, the Proposed Project would include campus security personnel and would be developed by applying the principles of "crime prevention through environmental design" (CPTED), which address topics such as security measures addressing signage, doors, windows, rooftops and openings, lighting, landscaping, line of sight/natural surveillance, stairways/elevators, parking lot/structures, fencing/barriers, and access control. The design guidelines would help reduce opportunities for crime. Further, because the Proposed Project would not result in an increase in student or staff population, the EIR determined that the Proposed Project would not require new or physically altered, off-site police protection facilities in order to

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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maintain acceptable service ratios, response times, or other performance objectives (Impact PS-1b). Therefore, impacts would be less than significant.

### Schools

SMMUSD serves 11,000 students from transitional kindergarten through 12<sup>th</sup> grade in 10 elementary schools, two middle schools, one middle/high school, one comprehensive high school, a continuation high school and a K-8<sup>th</sup> grade alternative school. The District is also home to 11 early childhood education centers and an adult school. The first classroom opened with 52 students in March 1876.

As the Proposed Project involves the enhancement of an existing school facility and would not result in additional enrollment capacity or staff population at the existing school campus, the EIR determined that the Proposed Project would not create additional demand for public services, including schools, above existing conditions (Impact PS-1c). Therefore, impacts on school facilities would be less than significant.

### Parks

Park, recreation, and open space resources, facilities, and services in the City are managed by the City of Santa Monica Community and Cultural Services Department. The City has 27 parks as well as the Civic Auditorium, Community Gardens, Cove Skatepark, the Ken Edwards Center, Miles Playhouse and the Swim Center. In addition, the Santa Monica State Beach is 3 miles long, covering 245 acres along Santa Monica Bay.

Park facilities would be temporarily impacted during the Project's construction and demolition phases when existing recreational facilities within the school campus are unavailable, necessitating use of area recreational facilities, such as City of Santa Monica or Santa Monica College athletic facilities. These temporary impacts to area park facilities would result in less-than-significant physical impacts and are discussed further in Section 5.10 of this document, Recreation, and addressed by Mitigation Measure MM REC-1. Because the Proposed Project would not result in an increase in student or staff population, the EIR determined that the Proposed Project would not require new or physically altered, off-site parks facilities in order to maintain acceptable performance objectives (Impact PS-1d). Therefore, impacts would be less than significant.

### Other public facilities

As the Proposed Project involves the enhancement of an existing school facility and would not result in additional enrollment capacity or staff population at the existing school campus, the EIR determined that the Proposed Project would not result in substantially adverse impacts to other existing public facilities or require construction of additional public facilities, which could cause significant environmental impacts (Impact PS-1e).

#### **4.14.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in less-than-significant impacts to public services.

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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### **4.15 RECREATION (CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES)**

The Proposed Project would not increase enrollment capacity or staff population. Further, Samohi serves as a civic center for the City of Santa Monica and as the various facilities within the campus are upgraded as part of the Proposed Project, it is anticipated that there would be an increase in Samohi and community-based use of the few facilities. The Proposed Project is intended to meet the needs of existing and projected student populations and is unlikely to burden any off-site facility to the point where construction of new facilities are required. Therefore, because the Proposed Project would not induce population growth, the EIR determined that implementation of the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities (Impact REC-2), and no impact would occur.

#### **4.15.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in no impact to Recreation relating to the construction or expansion of recreational facilities to adequately serve the Project in addition to existing patrons.

### **4.16 TRANSPORTATION/TRAFFIC (CONSISTENCY WITH THE CONGESTION MANAGEMENT PLAN, AIR TRAFFIC, HAZARDS DUE TO A DESIGN FEATURE OR INCOMPATIBLE USE, AND EMERGENCY ACCESS)**

#### Consistency with the Congestion Management Plan

As evaluated in the EIR, the Project would not conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways (Impact TR-2). The Los Angeles County Congestion Management Program (CMP) identifies all freeways and selected arterial roadways as designated elements of the CMP Highway System.

The CMP roadways in the Project vicinity include Interstate 10 and State Route 1 (SR-1); both less than 0.5 miles from Samohi. Implementation of the Proposed Project would not result in an increase in student population, nor would it require an increase in the number of faculty and staff. Therefore, the Proposed Project would not result in additional daily vehicle trips to either I-10 or SR-1 beyond those that currently exist. Nonetheless, the I-10 eastbound on-ramp and westbound off-ramp were evaluated in the Project's traffic impact analysis, as were intersections along SR-1 (e.g., Lincoln Boulevard/Michigan Avenue). The Project's impact at these intersections was determined to be below the thresholds of significance and, thus, less than significant.

#### Air Traffic

As evaluated in the Initial Study, the Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location which results in substantial safety risks (Impact TR-3). The Project is located outside the airport land use influence area of the Santa Monica Municipal Airport and Los Angeles International Airport (Los Angeles County ALUC 2004); therefore, it would not affect flight patterns or interfere with airport operations. Furthermore, the Proposed Project does not propose any structures that would interfere with air traffic patterns;

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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nor would the Project increase use of any airport. Thus, no impact regarding air traffic patterns would occur with Project implementation.

### Hazards due to a Design Feature or Incompatible Use

As evaluated in the EIR, the Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (Impact TR-4). The Project would improve vehicular access to the campus and would improve campus parking. These circulation and parking improvements would not generate any new hazards and the Project does not involve a change in use.

### Emergency Access

As evaluated in the EIR, the Project would not result in inadequate emergency access (Impact TR-5). Emergency medical services in the Project area are provided by the Santa Monica Fire Department. If needed, the nearest fire station to the site is at 1444 7<sup>th</sup> Street, approximately 0.4 mile northwest. Emergency and loading access to the campus from Pico Boulevard to 6<sup>th</sup> Street will be maintained. The Project would not interfere with emergency access.

### **4.16.1 Findings**

The Board of Education finds, based on the EIR, all referenced documents, responses to comments, and the whole of the record, that the Proposed Project would result in less-than-significant impacts related to the congestion management plan, hazards due to a design feature or incompatible use, and emergency access, and would result in no impact on air traffic.

## **4.17 UTILITIES AND SERVICE SYSTEMS**

### Wastewater Treatment Requirements

Samohi is connected to the City of Santa Monica's existing wastewater collection treatment system, which includes the Hyperion Water Reclamation Plant (HWRP), through the campus sewer lines that connect to the City lines on both Pico Boulevard and Olympic Boulevard. The wastewater treatment plant is currently in compliance with all wastewater standards and treatment requirements of the Los Angeles RWQCB. The Proposed Project would not result in an increase of student population requiring an expanded capacity or revision of standards and treatment at the HWRP. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would not result in the City or the HWRP exceeding the wastewater standards of the Los Angeles RWQCB and impacts related to waste water treatment requirements would be less than significant (Impact UTIL-1).

### Water or Wastewater Treatment Facilities

There is no proposed increase in student capacity as part of this Project. No additional demand for water from the City's water supply or increase in wastewater flows entering the City's wastewater treatment plant is anticipated. The newly constructed buildings would include energy conservation features, including low-flow plumbing that would serve to reduce the amount of wastewater entering the City's system. The Proposed Project would not result in the construction

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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of new water or wastewater facilities that would result in a physical impact to the environment and impacts related to water or wastewater treatment facilities. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that this impact would be less than significant (Impact UTIL-2).

### Stormwater Drainage Facilities

As described in Section 3.7 of the Draft EIR, Hydrology and Water Quality, the existing stormwater basin currently serving the Innovation Building would be removed and three new stormwater basins would be installed as part of the buildout of the Samohi Campus Plan.

Phase 1 & 2 of the Proposed Project would result in construction of a new 32,000-square-foot, 2.75-foot-deep infiltration basin to the west of the new Phase 1 & 2 Building (Discovery Building) in the proposed surface parking area to service Phases 1 through 6. Phase 3 would result in construction of a new 4,200-square-foot stormwater basin; this new basin will treat the runoff from the existing Gold Gym and the surrounding lower areas, connecting to existing underground piping to send overflow to the field storm drain system. Finally, Phase 8 would result in construction of a new 68,000-square-foot by 2.75-foot-deep stormwater infiltration basin under the baseball field to serve the entire campus. Following construction of these subterranean detention basins, the surface area that is graded/trenched would be returned to preconstruction conditions.

The SMMUSD would implement requirements set forth within the Construction General Permit (refer to Section 3.7 of the Draft EIR, Hydrology and Water Quality) to reduce storm water runoff during construction of relevant facilities associated with Phases 1 through 9 of the Proposed Project. Storm drainage facilities would be designed and operated to manage storm water in compliance with the City of Santa Monica's MS4 Permit. With implementation of the Construction General Permit and MS4 Permit, construction and operation of Phases 1 through 9 of the Proposed Project would not generate surface runoff in quantities that would require construction of new off-site storm drains or expansion of existing off-site storm drains. As such, the Draft EIR determined that the Proposed Project would result in less-than-significant impacts as it relates to construction or expansion of water or wastewater facilities (Impact UTIL-3).

### Water Supplies

Samohi's domestic water service is provided by the City of Santa Monica. Because no increase in student or staff population is anticipated with development of the Proposed Project, water service demand would not be substantially greater than the existing demand for water service. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have a less-than-significant impact as it relates to the availability of sufficient waste supplies to serve the project (Impact UTIL-4).

### Wastewater Treatment Capacity

The Proposed Project will be provided sanitary sewer service by the City of Santa Monica through its wastewater collection and treatment system. Currently, wastewater generated at the Project site is treated at the HWRP. Because no direct increase in student or staff population is anticipated with development of the Proposed Project, the Project would not result in substantially greater wastewater collection and treatment demand than that associated with current operations at

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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the Project site. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that the Proposed Project would have a less-than-significant impact on the capacity of wastewater treatment provider to serve the project (Impact UTIL-5).

### Solid Waste

As discussed in Section 3.13 of the Draft EIR, solid waste generated by the Project would be collected by the City of Santa Monica via franchise agreements with private refuse haulers that serve the needs of the community and would be disposed of at an approved sanitary landfill in Los Angeles, Orange, and San Bernardino Counties. Due to the nature of the land use and the operational characteristics of the Proposed Project, it is not anticipated that the new sporting facilities would generate large amounts of solid waste above existing conditions, and therefore, they would not contribute substantially to an incremental increase in demand on local landfills. Existing landfills serving the city are anticipated to be adequate to serve the Project as proposed. Therefore, the Draft EIR determined that with District conformance to applicable federal, state, and local solid waste reduction and recycling measures, the Project is not anticipated to result in a significant impact on solid waste disposal capacity (Impact UTIL-6).

### Solid Waste Regulations

The Proposed Project is required to comply with all state and federal statutes regarding solid waste. As such, the Initial Study, included as Appendix A of the Draft EIR, determined that impacts associated with compliance with federal, state, and local statutes would be less than significant (Impact UTIL-7).

#### **4.17.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, responses to comments, and the whole of the record that the Proposed Project would result in less than significant impacts to Utilities and Service Systems.

#### **4.18 IRREVERSIBLE ENVIRONMENTAL CHANGES**

The EIR determined that long-term irreversible environmental changes resulting from Project implementation would include an increase in local and regional traffic and associated air pollutant and GHG emissions, noise level increases, and an increase in the volume of solid waste and/or wastewater generated in the area. Additionally, the Proposed Project would irretrievably commit building materials and energy to the construction and maintenance of the buildings and infrastructure proposed. Nonrenewable and limited resources that would likely be consumed as part of Project site development would include, but not be limited to, oil, natural gas, gasoline, lumber, sand and gravel, asphalt, water, steel, and similar materials. The Proposed Project would be required to conform to the California Green Building Standards Code (CALGreen), as applicable, which would reduce the amount of energy required for operation, thereby reducing demands on nonrenewable resources. In addition, the Project includes measures to reduce long-term water and energy demands generated by the proposed improvements. Therefore, the use of natural resources in the form of construction materials and energy resources would not have a substantial measurable effect on the availability of such resources, and the Proposed Project

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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would not result in the wasteful consumption of substantial amounts of energy or nonrenewable resources.

### **4.18.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record, that the Proposed Project would result in less-than-significant impacts related to significant irreversible environmental changes.

### **4.19 GROWTH-INDUCING IMPACTS**

The Proposed Project involves the redevelopment or renovation of all campus facilities, with the exception of Barnum Hall and the Innovation Building, phased over a 25-year planning horizon. Such improvements do not represent a land use inconsistent with the existing on-site use (or that intended by the City of Santa Monica or the District). Therefore, the EIR determined that the Proposed Project would not directly or indirectly induce substantial economic and/or population growth by causing intensification of land uses in the immediate vicinity. None of the improvements proposed would enable such development intensification that could not already occur under existing conditions. As such, the Proposed Project would not remove a potential obstacle to population growth. Additionally, the Proposed Project does not propose the development of any new housing units that would directly contribute to an increase in area population.

Under typical conditions, extension of utility lines (e.g., water, sewer) or other infrastructure or services (e.g., police and fire protection services) may potentially induce growth, as such improvements may allow not only the development responsible for expanding the necessary infrastructure but also other projects proposed in the surrounding area as a result of the availability of new infrastructure. However, in the case of the Proposed Project, the surrounding area is already developed with residential and institutional uses (Samohi) that are served by existing infrastructure and public services. Therefore, the proposed improvements would not result in the extension of existing infrastructure or the construction of new infrastructure facilities in the Project vicinity. The Proposed Project is not anticipated to induce growth as a result of new infrastructure or services.

### **4.19.1 FINDINGS**

The Board of Education finds, based on the Initial Study, EIR, all referenced documents, and the whole of the record, that the Proposed Project would result in a less-than-significant impact related to growth-inducing impacts.

## **4.0 NO ENVIRONMENTAL EFFECTS AND LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITHOUT MITIGATION MEASURES**

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## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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### 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

#### 5.1 AESTHETICS (LIGHT AND GLARE)

The Project site is in a highly urbanized area of the city and is located near residential, commercial, and civic uses, as well as near Interstate 10 (I-10 or Santa Monica Freeway), which is a regional transportation facility. Consequently, a high level of ambient nighttime lighting currently exists in the Project area due to the illumination required for building security on-campus and athletic fields, as well as off-site illumination from the freeway, street, and pedestrian lights. Glare is produced when any visible light source is brighter than the surroundings in the line of vision. Reflections from smooth, polished reflective surfaces can also be a cause of glare.

##### Construction

Necessary lighting during construction of the Project has the potential to generate light spillover to off-site sensitive land uses, including the multifamily residential uses and hotels along Pico Boulevard, 7<sup>th</sup> Street, and Olympic Boulevard. However, construction activities would occur in accordance with the provisions of Santa Monica Municipal Code (SMMC) Section 4.12.110, which limits the hours of construction to between 8:00 a.m. and 6:00 p.m., Mondays through Fridays, and between 9:00 a.m. and 5:00 p.m. on Saturdays; no construction activities are permitted on Sundays or national holidays. While the majority of construction would occur during daytime hours, there is a potential that construction may occur after sunset during certain phases of construction activity or during certain times of the year and require the use of artificial lighting. Outdoor lighting sources may include floodlights, spotlights, and/or headlights associated with construction equipment and haul trucks. To the extent that construction includes artificial light sources, such use would be temporary and would cease upon completion of construction during a phase, as identified above. Furthermore, construction-related illumination would be used for safety and security purposes only.

Additionally, the Proposed Project would implement project design features to minimize spillover lighting. Construction activities will be screened from view at the street level, and construction lighting will be shielded to avoid any light trespass onto adjacent sensitive areas. Construction lighting, while potentially bright, would be focused on the work area. Accordingly, uses which are not adjacent to the construction site would not be anticipated to be substantially affected by construction lighting.

Daytime glare could potentially occur during construction activities if reflective construction materials were positioned in highly visible areas where the reflection of sunlight could occur. However, any glare would be highly short-term given the movement of construction equipment and materials within a given construction area and the temporary nature of construction activities. In addition, as noted above, construction would primarily occur during the daytime hours in accordance with the requirements of the SMMC. Glare from vehicles that currently park on the Samohi campus would be similar or cause greater visual impacts than temporary construction glare, if any. Furthermore, temporary construction fencing will be placed along the periphery of the phase area of construction to screen construction activities from view at the street level from off-site locations. Accordingly, there would be a negligible potential for daytime glare to occur during construction of the Proposed Project.

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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The EIR determined that with adherence to existing SMMC regulations and implementation of project design features, light and glare associated with construction of the Project would not adversely impact daytime or nighttime views in the area (Impact AES-4).

### Operation

The buildout of the Samohi campus would result in new buildings, sports fields and courts, landscaping, and parking areas, which may produce an increase in artificial light and glare in the Project area. New buildings developed under Phases 1 through 7 of the Proposed Project would use nighttime building lighting, security lighting, and building entrance lighting similar to those used under existing conditions. With the incorporation of Mitigation Measure MM AES-1, the proposed lighting fixtures for buildings constructed during Phases 1 through 7 would be designed to minimize light spillover onto adjacent properties and streets, as well as upward into the night sky. Thus, light and glare impacts would be reduced to a less-than-significant level.

However, glare effects, ranging from 1,000 to 50,000 candela would result from Project lighting for the athletic fields (i.e., football stadium and the baseball/softball fields) that would spill over the northern and southern property boundaries, creating a potentially significant impact on the multifamily residents along Pico Boulevard across from the proposed baseball/soccer field and the multifamily resident along 5th Street across from the proposed football stadium (football field and track), as potential glare levels at the property line (and beyond) would be substantial and may adversely affect nighttime views in the area. Such effects would be limited and temporary and would occur on a periodic basis, limited to those times when nighttime lighting is used. To ensure that glare is reduced to the maximum extent feasible, Mitigation Measures MM AES-2 and MM AES-3 would be implemented. All proposed lighting fixtures would be fitted with visors to shield such lighting and direct it downward onto the fields to minimize light pollution and escape upward or onto adjacent properties. Such design measures would substantially reduce the potential for light spillover and/or glare effects to occur. Additionally, all Project lighting would be selected and installed consistent with the design specifications shown on the lighting plans as prepared and as approved by the Division of the State Architect.

### 5.1.1 FINDINGS

The Board of Education finds that mitigation measures have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant impacts related to aesthetics regarding light and glare to less-than-significant levels.

**MM AES-1**     **Project Lighting.** *All Project lighting shall be designed and installed in conformance with the lighting schedule as approved by the Division of the State Architect for the Santa Monica High School athletic field improvements.*

**MM AES-2**     **Minimize Nighttime Lighting.** *The SMMUSD shall minimize the effects of new sources of nighttime lighting by incorporating the following measures into the Project design and operation:*

- a. *All athletic field lighting shall be shielded and directed downward onto the athletic fields to minimize potential light escape and/or spillover onto adjacent properties.*

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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- b. *All lighting delineated as night lighting shall be shall shut off automatically at 10:00 p.m. on school nights.*
- c. *When operation of night lighting is necessary after 10:00 p.m., the SMMUSD, as operator of the athletic fields, shall provide notice to the community by posting such notice on the campus website and the school message board and marquee.*

**MM AES-3** **Comprehensive Lighting Study for Athletic Fields.** *All field lighting that exceeds a 0.5 foot-candle threshold shall require a comprehensive photometric analysis (lighting study) that shall be consistent with the City of Santa Monica lighting standards or SMMUSD standards and final lighting plans shall be approved by the Division of the State Architect for the Santa Monica High School athletic field improvements.*

### 5.1.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.1, Aesthetics, pp. 3.1-1 through 3.3-76 of the EIR. With implementation of Mitigation Measures MM AES-1 through MM AES-3, the proposed lighting system to illuminate the athletic fields would incorporate light precision, which involves customized optics that minimize off-site spill light to avoid disturbance of the surrounding areas, particularly those uses that are sensitive to nighttime lighting. The lighting fixtures would be designed to minimize light spillover onto adjacent properties and streets, as well as upward into the night sky. Thus, light and glare impacts would be reduced to a less-than-significant level.

### 5.2 AIR QUALITY (CUMULATIVE INCREASE IN CRITERIA POLLUTANTS)

The South Coast Air Basin (SCAB), in which the Project site lies, is designated a nonattainment basin for ozone (Federal and State), coarse particulate matter (PM<sub>10</sub>) (State), fine particulate matter (PM<sub>2.5</sub>) (Federal and State), and lead (Federal). While the Project would not generate a measurable amount of lead, construction and operation of the proposed Project would generate PM<sub>10</sub>, PM<sub>2.5</sub>, and precursors of ozone (volatile organic compounds and nitrogen oxides). Therefore, the Project has the potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standards (Impact AQ-3).

#### 5.2.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR. Specifically, the Board finds that the following mitigation measure shall be implemented to reduce this impact to a less-than-significant level.

**MM AQ-1** **Construction Equipment Shall Meet Tier 3 Emission Standards.** *During Phase 1 & 2 of Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-certified Tier 3 emissions standards according to the following:*

- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards, where available. In addition, all construction equipment shall be outfitted with best*

## **5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED**

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*available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.*

- *A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*

### **5.2.2 RATIONALE/EXPLANATION**

The rationale and facts supporting the above finding are fully developed in Section 3.2, Air Quality, pp. 3.2-1 through 3.2-24 of the EIR. The following presents a summary of that rationale:

With respect to the Proposed Project's construction-related air quality emissions and cumulative basin-wide conditions, the South Coast Air Quality Management District (SCAQMD) has developed strategies to reduce criteria pollutant emissions outlined in the 2016 Air Quality Management Plan (AQMP) pursuant to federal Clean Air Act mandates. As such, the Project would comply with SCAQMD Rule 403 requirements and would implement all feasible mitigation measures. Rule 403 requires that fugitive dust be controlled with the best available control measures to reduce dust so that dust does not remain visible in the atmosphere beyond the property line of the Proposed Project. In addition, the Project would comply with adopted 2016 AQMP emissions control measures, as well as incorporate Mitigation Measure MM AQ-1 to reduce construction-related emissions. Per SCAQMD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements would also be imposed on construction projects throughout the basin, which would include related projects.

Implementation of the Proposed Project would not result in long-term air quality impacts, as emissions would not exceed the SCAQMD adopted operational thresholds, which are designed to assist the region in attaining the applicable national and California ambient air quality standards (NAAQS/CAAQS). As the operational emissions do not exceed these applicable SCAQMD daily significance thresholds, the Proposed Project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Cumulative projects would be required to reduce their emissions per SCAQMD rules and mandates. Cumulative emissions would not contribute to an exceedance of the NAAQS/CAAQS and would, therefore, comply with the goals of the 2016 AQMP. Thus, it can be reasonably inferred that the Project-related emissions, in combination with those from other projects in the area, would not deteriorate the local air quality and would not result in cumulative construction-related impacts. As such, cumulative impacts would be less than significant.

## **5.3 CULTURAL RESOURCES (HISTORICAL RESOURCES)**

The Project proposes substantial demolition and new construction throughout the campus. No historical resources would be impacted as result of construction and operation of Phases 1 & 2, 5, 6, 8, and 9. However, potential impacts to historical resources, including "The Viking" Fountain Sculpture on the Art Patio, the "Senior Bench" in a landscaped area south of the Greek Amphitheater, "Workers" bas-relief inside the Library Building, Barnum Hall, the "Westward II" mural

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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in the English Building, and the Greek Amphitheater, would result from the construction of Phases 3, 4, and 7, which would either remove or demolish the historical resource or adjacent construction activities would have the potential to damage the historic fabric or significance of the historical resource (Impact CUL-1). Impacts of the Proposed Project to historical resources can be reduced to a less-than-significant level upon implementation of Mitigation Measures MM CUL-1 through MM CUL-3.

### 5.3.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant cultural resource impacts related to historical resources to less-than-significant levels:

#### **Phases 3 and 4**

**MM CUL-1** *The Project shall include an art salvage plan to ensure the protection and reinstallation of the “Westward II” Mural, “Senior Bench,” “The Viking” Sculpture Fountain, and the “Workers” Relief. The plan shall include appropriate measures for the documentation, removal, packing, storage, relocation, reinstallation, interpretation of these WPA art pieces, and a qualified professional that meets the Secretary of the Interior Standards for Architectural History shall prepare applicable Department of Parks and Recreation 523 Forms to document the historical resource evaluation before impacts and conditions after impacts. The Project team shall consult with a qualified art conservator throughout the Project. Note that WPA artwork is Federal property. Additional information regarding its appropriate treatment is available from the Office of Inspector General, U.S. General Services Administration (GSA).*

#### **Phase 7**

**MM CUL-2** *A qualified professional that meets the Secretary of the Interior Standards for Architectural History, and Historic Architecture, if applicable, shall prepare an Action Plan that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties to confirm the construction of the “enclosed link” between the new Music building and south façade of Barnum Hall shall conform to the Secretary of the Interior's Standards for Rehabilitation. Construction of the link shall be conducted in a manner that minimizes the loss or replacement of existing historic materials. The Action Plan shall include a project description, historical resources description, impacts analysis including impacts of proposed utilities, conditions proposed, consulting parties, construction monitors, and responsible parties with applicable Department of Parks and Recreation 523 Forms to document the historical resource evaluation before impacts and conditions after impacts. Develop a work plan for installation and/or relocation of utilities that would minimize and/or avoid disturbance of historic resources (applicable to work near Barnum Hall and the Greek Amphitheatre).*

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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**MM CUL-3** *A qualified professional that meets the Secretary of the Interior Standards for Architectural History, and Historic Architecture, if applicable, shall prepare an Action Plan that is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties to confirm the construction of the alterations to the Greek Amphitheater, with special consideration of the proposed demolition of Drake Pool, shall conform to Secretary of the Interior's Standards for Rehabilitation. The Action Plan shall include a project description, historical resources description, impacts analysis including impacts of proposed utilities, conditions proposed, consulting parties, construction monitors, and responsible parties with applicable Department of Parks and Recreation 523 Forms to document the historical resource evaluation before impacts and conditions after impacts.*

### 5.3.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.3, Cultural Resources, pp. 3.3-1 through 3.1-119 of the EIR. Impacts to the historical resources identified above during construction of Phases 3, 4, and 7 would be reduced to less-than-significant levels through the implementation of Mitigation Measure MM CUL-1 (for Phases 3 and 4) and Mitigation Measures MM CUL-2 and MM CUL-3 (for Phase 7), which require qualified professionals that meet the Secretary of the Interior Standards for Architectural History to prepare plans to ensure impacts to historical resources are reduced to less-than-significant levels. More specifically, Mitigation Measure MM CUL-1 requires preparation of an art salvage plan to ensure the protection (during removal, packing, storage, and relocation) and reinstallation of "The Viking" Fountain Sculpture, the "Senior Bench," "Workers" bas-relief, and the "Westward II" mural. Mitigation Measure MM CUL-2 requires preparation of an action plan to ensure that the construction of the "enclosed link" between the new Music Building and the south façade of Barnum Hall does not result in the loss or replacement of existing historic materials to change the historical significance of Barnum Hall. Similarly, Mitigation Measure MM CUL-3 requires preparation of an action plan to ensure that the demolition of the Drake Pool Building and alterations to the Greek Amphitheater do not result in a change to the historical significance of the Greek Amphitheater.

## 5.4 CULTURAL RESOURCES (ARCHEOLOGICAL RESOURCES)

There are no known archaeological resources within the Project area; however, sensitivity for encountering archaeological resources is moderate during construction, particularly during ground disturbance (e.g., fill sediments and native soils). There is potential for impacts to occur to archaeological resources during ground disturbance at any depth within the Project area (Impact CUL-2). All phases have some component of ground disturbance that would require mitigation.

### 5.4.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant cultural resource impacts related to archeological resources:

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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**MM CUL-4** **Preconstruction Meeting.** An archaeologist that meets the Secretary of the Interior Standards for Archaeology will provide a preconstruction meeting for all construction workers who will be disturbing the ground in the Project area. The preconstruction meeting will cover archaeological resources sensitivity, safety, and next steps if a resource is identified.

**MM CUL-5** **Archaeological Construction Monitoring.** An archaeologist that meets the Secretary of the Interior Standards for Archaeology will monitor ground disturbance in the Project area. If an archaeological resource is identified, the archaeologist will assess the find and evaluate if for inclusion in the California Register of Historical Resources, if applicable.

### 5.4.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.3, Cultural Resources, pp. 3.3-1 through 3.3-76 of the EIR. In the event that potentially important archaeological resources are encountered during the course of construction, impacts to such resources would be reduced to a less-than-significant level through implementation of Mitigation Measures MM CUL-4 and MM CUL-5, which require an archaeological preconstruction meeting and monitoring, as well as recovery and documentation of significant resources.

## 5.5 CULTURAL RESOURCES (PALEONTOLOGICAL RESOURCES)

The potential for impacts on fossils depends on the sensitivity of the geologic unit and the amount and depth of grading and excavation. The Project area is underlain by Quaternary marine terraces, which are considered sensitive for paleontological resources. Although there are no known paleontological resources in the Project area, sensitivity for encountering significant vertebrate fossils is high, beginning at 5 feet below surface. Accordingly, there is a potential for the unanticipated discovery of paleontological resources during ground-disturbing activities, as well as the potential to damage or destroy paleontological resources that may be present below the ground surface (Impact CUL-3). All phases have some component of ground disturbance that would require mitigation.

### 5.5.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant cultural resource impacts related to paleontological resources:

**MM CUL-6** **Preconstruction Meeting.** A principal paleontologist that meets the Caltrans standard will provide a preconstruction meeting for all construction workers who will be disturbing the ground in the Project area. The preconstruction meeting will cover paleontological resources sensitivity, safety, and next steps if a resource is identified.

**MM CUL-7** **Paleontological Construction Monitoring.** A paleontological monitor that meets the Caltrans standard will monitor ground disturbance beginning at a depth of 5 feet below surface in the Project area. If a paleontological resource is identified, the paleontological monitor will assess the find to

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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*determine if it is significant. If it is significant, the resource will require documentation and curation.*

### 5.5.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.3, Cultural Resources, pp. 3.3-1 through 3.3-76 of the EIR. In the event that potentially important paleontological resources are encountered during the course of construction, impacts to such resources would be reduced to a less-than-significant level through implementation of Mitigation Measures MM CUL-6 and MM CUL-7, which require a paleontological preconstruction meeting and monitoring, as well as recovery and documentation of significant specimens.

## 5.6 HAZARDS AND HAZARDOUS MATERIALS (ROUTINE TRANSPORT, USE, OR DISPOSAL)

### Construction

Although not routine, the construction of the Proposed Project would encounter hazardous materials (i.e., asbestos, lead, polychlorinated biphenyls, mercury, etc.) that are contained within the building materials. The District conducted an asbestos survey of all the buildings that are proposed to be demolished to identify buildings with asbestos-containing materials (ACMs), which are considered potential health concerns. ACMs included, but were not limited to, electrical wire insulation, TSI pipe and insulation, 9-inch and 12-inch floor tile and mastic, window putty, chalkboard mastic, joint compound, freezer insulation, plaster ceilings, exterior stucco and ceiling tiles and panels, and chemicals associated with pool cleaning and maintenance.

The District also conducted a survey of all the buildings that are proposed to be demolished to identify buildings with lead-based paints (LBP) which are also considered to be a health concern. The California Health and Safety Code Section 105250 outlines the abatement safety measures. Demolition requires a contractor to identify all surfaces containing LBPs and follow strict abatement requirements. This includes a written lead compliance program, frequent testing, and the use of equipment to minimize lead dust and fumes.

### 5.6.1 FINDINGS

The Board of Education finds that mitigation measures have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant impacts related to related to the use, transport, and disposal of hazardous materials during construction and operation of the Proposed Project would be less than significant levels.

#### **Phase 1 & 2 through Phase 9**

**MM HAZ-1** **Removal of Asbestos-Containing Material (ACMs):** *Prior to disturbance of any building or structure that may contain ACMs, the District shall require the construction contractor to prepare a site-specific Asbestos-Containing Material Removal/Remediation Plan. Included among the specific requirements are procedures for worker training, permitting, air monitoring, personnel protection, development of emergency plans, waste management, and reporting. Specific procedures are outlined for the performance of asbestos abatement, including maintenance of regulated*

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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areas through polyethylene sheeting and air filtration equipment, wet cleaning and vacuum cleaning of exposed surfaces, and posting of signs.

Contractors must verify the presence or absence of asbestos content in building materials prior to impacting these materials during construction remodeling or demolition work. Prior to disturbance, materials that are suspected of containing asbestos are tested for asbestos content using accredited laboratories. Demolition and/or renovation all asbestos-containing material shall be abated by certified asbestos removal contractor(s) in accordance with local, state, and federal requirements.

Asbestos-containing/contaminated waste shall be packaged and label in accordance with EPA regulation 40 CFR 61.152(b)(1)(iv), Cal/OSHA (Title 8 CCR Sections 1529 and 5208), SCAQMD Rule 1403, and if applicable Title 22 CCR Section 66504. Asbestos is to be handled only by qualified and certified contractors. Asbestos contractors/subcontractors must be approved in accordance with applicable federal, state, and local regulations and must be approved by the District to perform abatement and disposal of ACM and asbestos-containing construction materials (ACCM). All asbestos abatement/ removal work must follow all regulations of the EPA and/or applicable state agency, OSHA, and the SCAQMD. The completion of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the SMMUSD for review along with applications for issuance of and demolition and construction permits.

### **MM HAZ-2**

**Removal of Lead-Based Paint (LBP) Material.** Prior to disturbance of any building or structure that may contain LBPs, the District shall require the construction contractor to prepare a site-specific Lead-Based Paint Material Removal/Remediation Plan. Included among the specific requirements are procedures for worker training, permitting, air monitoring, personnel protection and medical monitoring, development of emergency plans, and waste management. Procedures specific to waste disposal are testing requirements for determining the hazardous properties of the lead-containing materials using prescribed federal and state testing procedures. Specific procedures are outlined for the abatement of lead-based paint, including its removal by sanding, chemical agents, or water jets, or its isolation by encapsulation.

Lead abatement, as defined, is to be performed by contractors or subcontractors whose workers are certified by the California Department of Public Health. Lead-related construction work may be performed by contractors' or subcontractors' workers who have been trained in lead awareness. Evidence of certification and/or training is required to be provided to the District's environmental representative prior to the commencement of work.

Contractor must identify any lead-based paint or coatings and assumed lead-containing coatings in or on the materials to be impacted within the proposed scope of work prior to any construction, remodeling, or demolition activities. No lead abatement will proceed until the District's

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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representative has given written approval of the lead abatement contractor's written abatement work plan.

The lead abatement contractor or general contractor performing monitoring of lead-related construction work will be responsible for characterizing the waste stream (e.g., paint chips, components) and disposing of waste according to the characterization. Hazardous waste will be transported under a Uniform Hazardous Waste Manifest. Lead wastes shall be packaged and labeled as required by 8 CCR 1532.1 and 22 CCR 66504.

No work by contractors other than the lead abatement contractor will be permitted to work in regulated areas until clearance is provided by the District's representative. The completion of the abatement activities shall be documented by a qualified environmental professional(s) and submitted to the SMMUSD for review along with applications for issuance of demolition and construction permits.

**MM HAZ-3**     **Disposal of Hazardous and Non-Hazardous Construction Waste.** All non-hazardous construction and demolition waste, including trash and litter, garbage, and other solid waste, shall be containerized as appropriate and disposed of in a manner that satisfies the requirements for waste characterization and disposal in accordance with the requirements of Title 22 of the California Code of Regulations, Section 66243, et seq., and Section 25157.8, et seq., of the California Health and Safety Code. Petroleum products, and other potentially hazardous materials, shall be removed to a hazardous waste facility permitted or otherwise authorized to treat, store, or dispose of such materials.

**MM HAZ-4**     **Hazardous Substance Control and Emergency Response Plan.** The District's construction contractor shall prepare a Hazardous Substance Control and Emergency Response Plan for the Project, and a copy shall be kept on site (or in vehicles) during construction and maintenance of the Project. In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the Project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall be prepared and implemented that (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and (2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including but not limited to physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Los Angeles County Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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### 5.6.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.6, Hazards and Hazardous Materials, pp. 3.6-1 through 3.6-40 of the EIR. With implementation of Mitigation Measures MM HAZ-1 through MM HAZ-4, the impacts related to hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials would be reduced to a less-than-significant level.

### 5.7 HAZARDS AND HAZARDOUS MATERIALS (RELEASE OF HAZARDOUS MATERIALS DURING UPSET CONDITIONS)

The Phase I and II ESAs identified a total of seven Recognized Environmental Concerns (RECs) that could affect the Proposed Project. Five RECs were adequately remediated to acceptable levels for site use, however, there are remaining two RECs are the potential for exterior lead-based paints (REC-3) and pesticides in near surface soils (REC-7) that have impacted near-surface soils at the site that require additional testing and remediation (Impact HAZ-2).

#### Phases 1 & 2 through Phase 7

The Phase I and Phase II ESA identified two RECs that occur in Phases 3, 4, 5, 6, and 7 of the Proposed Project. One REC (REC-3) is "the potential for exterior lead-based paints (LBP) to have impacted near-surface soils at the site" and the second REC (REC-7) is the potential for pesticides in near surface soils in the eastern, western, and southern portions of the site. Impacts related to removal and disposal of pesticides found in the soil that may be disturbed during construction/grading activities would be less than significant with the implementation of Mitigation Measure MM HAZ-6.

#### Phase 8

The Phase I and II ESAs identified REC-6: "The potential for groundwater impacted with VOCs in the western portion of the site within the existing baseball field." This REC pertained to groundwater directly upgradient of former off-site monitoring well MW-3 located north of the Samohi Project site at a parcel adjoining DoubleTree Hotel. It was determined that the source or sources of the VOCs reported in the Doubletree Hotel well MW-3 lie offsite of the school property based on the reported southward groundwater flow direction (AECOM 2016). The Phase II ESA indicated that the trace levels of acetone noted in the groundwater samples do not pose an environmental health concern to users of the school property because of the depth to groundwater. The Phase II ESA recommended that REC-6 "can be closed; it was discussed for background/informational purposes only. Therefore, no hazardous impacts would occur.

#### Phase 9

No RECs were established for Phase 9 of the Proposed Project. Therefore, there no hazardous impacts would occur.

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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### 5.7.1 FINDINGS

The Board of Education finds that mitigation measures have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant impacts related to the use, transport, and disposal of hazardous materials during construction and operation of the Proposed Project to less-than-significant levels:

#### **Phases 1 & 2 through 7**

**MM HAZ-5** **Removal Action Workplan (RAW).** *SMMUSD construction contractors shall be required to conduct further soil sampling and prepare a RAW, which would identify and evaluate viable remedial alternatives for the remediation of soil affected with lead and pesticides, as well as the elimination of potential exposure pathways. The approach to remediation of the soil at the Proposed Project site contained in the RAW shall be based on the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) removal process and focus on the physical removal and appropriate disposal of affected soil based on an analysis of risk to human health.*

#### **Phases 3–7**

**MM HAZ-6** **Soil Sampling and Testing for Exterior Lead-Based Paints and Pesticide Compounds.** *SMMUSD contractors shall conduct step-out soil sampling and testing around those locations with sample results exceeding the residential screening level for exterior lead-based paints and pesticide compounds that have impacted the near-surface soils. Soil samples shall be collected in construction areas where the land has historically contained or currently contains lead and/or pesticide contamination. The construction contractor shall prepare a Removal Action Workplan (RAW) for the areas impacted by REC-3 and REC-7 based upon the results of the soil sampling. The RAW shall be prepared in a manner consistent with the technical procedures approved by the DTSC. Following excavation of the affected soils across the Samohi campus site, samples will be collected to confirm that soils with pesticide and LBP concentrations above the preliminary cleanup goals (PCGs) as established by the RAW have been removed from the Samohi site. If COPC concentrations exceeding the PCGs are present, additional soil would be excavated until sample analytical results indicate that the concentrations of pesticides and PCBs remain in site soil are less than PCGs.*

*Upon completion of remediation activities, a human health screen evaluation will be conducted on the final confirmation sampling data set to ensure that the detected analytes are at or below the target of  $1 \times 10^{-6}$  and that the cumulative Health Index (HI) from any detected analytes is at or below the noncarcinogenic Health Index of 1.0.*

### 5.7.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.6, Hazards and Hazardous Materials, pp. 3.6-1 through 3.6-40 of the EIR. With implementation of Mitigation

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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Measures MM HAZ-5 and MM HAZ-6, the impacts to accidental release of hazardous materials into the environment would be reduced to a less-than-significant level.

### 5.8 NOISE (EXCEEDANCE OF APPLICABLE STANDARDS)

#### Construction

Construction noise levels in the Proposed Project vicinity would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. As presented in the EIR, construction noise levels would exceed the exterior noise threshold of 65 dB for adjacent off-site noise-sensitive receptors, including single-family and multifamily residences, hotels, and schools, by up to 4.2 dB during construction of Phases 3, 7, 8, and 9. Therefore, the EIR determined that Project construction would exceed the exterior noise level standard (Impact NOI-1), and Mitigation Measures MM NOI-1 through MM NOI-17 would be required.

On-site noise-sensitive receptors would include students in classrooms. In addition to the City's noise standards, the District has also adopted an interior noise standard of 50 dB  $L_{eq}$  for 15 minutes during any instructional hour while classes are in attendance. During each construction phase, displaced school facilities and students would be relocated to different locations on campus. Students are assumed to be a minimum of 150 feet from the acoustical center of construction activities during any phase. It is predicted that construction noise would be 76.1 dB at the loudest. Assuming an average exterior-to-interior noise reduction of 25 dB (with windows and doors closed), interior noise levels would exceed the 45-dB standard required for classrooms by 6.1 dB and would exceed the exterior noise level standard of 65 dB by 11.1 dB. Therefore, the EIR determined that Project construction would exceed the interior and exterior noise level standards (Impact NOI-1), and Mitigation Measures MM NOI-1 through MM NOI-17 would be required.

#### Operation

Operation of the Proposed Project would result in an increase in noise over existing conditions. As part of Phases 8 and 9, the Proposed Project would relocate and expand existing noise-generating facilities, such as the football stadium, sport fields, and courts, and these new larger facilities would generate more noise than the existing ones because the facilities/event spaces, particularly the football stadium, would hold 3,500 people. In addition, roadway noise is anticipated to increase due to additional vehicles that would travel to and from the Project site since the parking facilities would also be expanded. As a result, operational noise would increase compared to existing conditions.

The increase in noise would be tied to larger athletic and special events that would be held after school hours at night and/or weekends, and the noise would be temporary in nature (not long-term 24-hour events). Per Section 4.12.30 of the SMMC, activities conducted on public parks, public playgrounds, and public or private schools are exempt from noise laws and ordinances. Therefore, the EIR determined that operational noise impacts as a result of the Proposed Project would be less than significant without mitigation.

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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### 5.8.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant noise impacts related to Project construction:

- MM NOI-1**     **Submit Construction Equipment List.** *Prior to construction, the contractor shall submit a list of equipment and activities required during construction to the Santa Monica-Malibu Unified School District (SMMUSD) to ensure proper planning of the most intense construction activities during time periods that would least impact the campus operation.*
  
- MM NOI-2**     **Maintain Construction Equipment.** *Construction equipment shall be properly maintained per manufacturer specifications and fitted with the best available noise suppression devices. All impact tools shall be shrouded or shielded and all intake and exhaust ports on power equipment shall be muffled or shielded.*
  
- MM NOI-3**     **Construction Hours.** *Construction operations and related activities associated with the Proposed Project shall comply with the operational hours outlined in the City of Santa Monica Municipal Code, i.e., construction operations shall be limited to between the hours of 7:00 a.m. and 6:00 p.m. on weekdays and 9:00 a.m. through 5:00 p.m. on Saturdays.*
  
- MM NOI-4**     **Idle Equipment.** *Construction equipment shall not idle for extended periods of time near noise-sensitive receptors.*
  
- MM NOI-5**     **Stationary Equipment.** *Fixed/stationary equipment (generators, compressors, and cement mixers) shall be located as far as possible from noise-sensitive receptors. Shroud or shield all impact tools, and muffle or shield all in-take and exhaust ports on powered construction equipment.*
  
- MM NOI-6**     **Sound Blankets.** *Sound blankets shall be used on construction equipment where technically feasible.*
  
- MM NOI-7**     **Locate Staging Areas Away from Sensitive Receptors.** *Construction contractors and subcontractors shall be required through contract specifications to locate construction staging areas, construction worker parking, and material stockpiling as far away from vibration- and noise-sensitive sites as possible. Additionally, these activities shall be located away from occupied buildings on campus, occupied residential dwellings adjacent to the campus, and other sensitive receptors, where feasible.*
  
- MM NOI-8**     **Schedule Construction Times.** *The most noise-intensive construction activities shall be conducted during the time when classrooms have the least number of students.*
  
- MM NOI-9**     **Stagger Construction Activities.** *Stagger high noise construction activities from one another.*

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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- MM NOI-10** **Classroom Rescheduling.** Classroom use rescheduling to move active classes away from high noise construction activities will take place, as necessary.
- MM NOI-11** **Interior Construction Activities.** Scheduling of interior high noise construction activities during off school hours will take place, as necessary.
- MM NOI-12** **Noise Cancelling.** Active noise-cancelling systems will be used, when available.
- MM NOI-13** **Acoustical Consultant.** A qualified acoustical consultant shall conduct an exterior-to-interior noise study in the nearest classroom during construction activities to determine the acoustical transmission loss from the classroom building façade wall assembly relative to construction noise.
- MM NOI-14** **Window and Door Seals.** Upgrade the seals on classroom windows and doors.
- MM NOI-15** **Construction Liaison.** A construction relations officer shall be appointed by the SMMUSD to act as a public liaison concerning on-site construction activity. If complaints regarding exterior noise are received by the construction relations officer from persons either on campus or in adjacent residential uses, the SMMUSD shall enforce all mitigation measures and noise maximums that will be included in the construction contract(s). If complaints regarding interior classroom noise levels are received by the construction relations officer, additional intermittent noise monitoring will take place on-site to ensure that a sustained noise level equivalent to 50 dBA is maintained within operating classrooms and noise levels will not exceed 50 dB  $L_{eq}$  for 15 minutes. If a sustained interior noise level equivalent to 50 dBA is not maintained, construction activities must be altered, rescheduled, or reduced to ensure that this noise level is attained.
- MM NOI-16** **Temporary Sound Walls.** During construction, temporary sound walls and/or building wrap shall be installed to reduce noise to residential uses as well as multi-family residences and hotels from proposed pile-driving activities.
- MM NOI-17** **Interior Noise Levels.** The SMMUSD shall ensure that upon completion, interior noise levels attributable to traffic noise would achieve applicable interior noise standards for interior noise levels (CHPS and acoustic goal requirements of background noise levels in unoccupied classrooms ranging from 35 dB to 45 dB  $L_{eq}$  and a reverberation of 0.6-second maximum). The measures for achieving Project-specific classroom acoustic goals include but are not limited to:
- Construction plans for classroom buildings shall include external wall assemblies and interior finishing materials within classrooms to comply with CHPS acoustical goal requirements as stated above;
  - External walls to classrooms shall be designed to achieve a minimum sound transmission class of 46;
  - Post construction exterior-to-interior traffic noise levels shall be confirmed by a qualified acoustical consultant.

## **5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED**

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### **5.8.2 RATIONALE/EXPLANATION**

The rationale and facts supporting the above finding are fully developed in Section 3.8, Noise, page 3.8-1 through 3.8-29 of the EIR. Although construction noise is exempt, Mitigation Measures MM NOI-1 through MM NOI-17 would require proper planning regarding the most intense construction activities and the use of the loudest pieces of heavy equipment during time period that would have the least impact on campus operations; regular maintenance of construction equipment; limiting construction hours in compliance with the SMMC; limiting idling time; locating stationary equipment and staging areas as far away as possible from noise-sensitive receptors; and implementing noise attenuation measures, which may include the use of noise barriers (e.g., sound walls) or noise blankets, active noise-canceling systems, and construction noise monitoring, in order to reduce noise levels at sensitive receptor locations. Therefore, with the incorporation of mitigation measures, noise levels would be maintained below the interior and exterior noise level standards. As such, construction noise impact to on- and off-site sensitive receptors would be reduced to a less-than-significant level.

### **5.9 NOISE (TEMPORARY INCREASE IN AMBIENT NOISE LEVELS)**

The Proposed Project would include nine phases and would involve demolition, grading, building construction, architectural coatings, and paving. Construction of the Proposed Project would only employ standard construction equipment; substantially louder noise-generating equipment, such as pile drivers, rock drills, or blasting equipment, would not be used for any phase of the Project. However, as discussed above in the discussion of Impact NOI-1, construction noise levels would exceed the exterior noise threshold of 65 dB for adjacent off-site noise-sensitive receptors, including single-family and multifamily residences, hotels, and schools, by up to 4.2 dB during construction of Phases 3, 7, 8, and 9. Similarly, interior noise levels would exceed the 45-dB standard required for classrooms on-site by 6.1 dB and would exceed the exterior noise level standard of 65 dB by 11.1 dB. Therefore, the EIR determined that temporary significant impacts would occur at sensitive receptor locations off- and on-site (Impact NOI-4), and Mitigation Measures MM NOI-1 through MM NOI-17 would be required.

#### **5.9.1 FINDINGS**

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that Mitigation Measures MM NOI-1 through MM NOI-17 identified above shall be implemented to reduce potentially significant temporary noise impacts related to Project construction.

#### **5.9.2 RATIONALE/EXPLANATION**

The rationale and facts supporting the above finding are fully developed in Section 3.8, Noise, page 3.8-1 through 3.8-29 of the EIR. Although construction noise is exempt, Mitigation Measures MM NOI-1 through MM NOI-17 would require proper planning regarding the most intense construction activities and the use of the loudest pieces of heavy equipment during time period that would have the least impact on campus operations; regular maintenance of construction equipment; limiting construction hours in compliance with the SMMC; limiting idling time; locating stationary equipment and staging areas as far away as possible from noise-sensitive receptors; and implementing noise attenuation measures, which may include the use of noise barriers (e.g.,

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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sound walls) or noise blankets, active noise-canceling systems, and construction noise monitoring, in order to reduce noise levels at sensitive receptor locations. Therefore, with the incorporation of mitigation measures, noise levels would be maintained below the interior and exterior noise level standards. As such, temporary increases in noise levels at on- and off-site noise-sensitive receptors during Project construction would be reduced to less-than-significant levels.

### 5.10 RECREATION (USE AND DETERIORATION OF EXISTING FACILITIES)

Construction activities for the Proposed Project would occur over nine phases and include the demolition of existing buildings and facilities and the subsequent construction of new replacement buildings. Specifically, construction Phases 3, 7, 8, and 9 would result in temporary impacts to off-site recreational facilities when existing recreational facilities within the school campus are temporarily unusable. Phase 3 would involve the demolition of the existing South Gym adjacent to Pico Boulevard. Once the South Gym is demolished a tent may be used as an interim/temporary gym or the District may need to use City of Santa Monica and/or Santa Monica College gyms to support school activities. Phase 7 would result in the demolition of the existing North Gym and two and one-half outdoor basketball courts. The New Gold Gym constructed in Phase 3A would be able to accommodate most of the school activities; however, the District may require use of City and Santa Monica College gyms to support the school activities. In Phase 8, the tennis courts, Sealy Field, batting cages, and outdoor basketball courts would be demolished. This demolition, along with renovation of Memorial Park to support Samohi diamond sports may require use of City of Santa Monica facilities. Finally, Phase 9 would involve construction of a new football/soccer/lacrosse stadium and track along Olympic Boulevard. During construction, these facilities would be temporarily unavailable, requiring use of off-site school district and Santa Monica College facilities (Impact REC-1).

#### 5.10.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR. Specifically, the Board finds that the following mitigation measure shall be implemented to reduce potentially significant impacts related to the increased use (and deterioration) of existing neighborhood and regional parks and other recreational facilities to less-than-significant levels:

**MM REC-1     *Master Joint Use Agreement.*** *Prior to demolition of existing facilities, the SMMUSD would execute a Memorandum of Understanding, which coordinates the joint use of any off-site recreational facilities during the Proposed Project demolition and/or construction phase.*

#### 5.10.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.10, Recreation, page 3.10-1 through 3.10-12 of the EIR. The following represents a summary of that rationale:

The construction of the Proposed Project would result in temporary use of off-site, City of Santa Monica and Santa Monica College recreational facilities. Implementation of Mitigation Measure MM REC-1 would reduce potential for conflicts because Samohi would have priority use of the recreational facilities for physical education, athletics, and activities and the City of Santa Monica

## **5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED**

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would have priority use of the facilities during the times designated for City programs and the community. A significant impact could occur due to the temporary increase in demand and use of off-site softball field facilities and football fields; however, substantial physical deterioration of these facilities would not be expected since the demolition and construction periods would be temporary. In short, while this coordinated, temporary use of off-site recreational facilities is not expected to result in or accelerate the substantial physical deterioration of neighborhood and regional parks or other recreational facilities, implementation of Mitigation Measure MM REC-1 would reduce impacts to less than significant.

### **5.11 TRANSPORTATION/TRAFFIC (MEASURES OF EFFECTIVENESS FOR THE PERFORMANCE OF THE CIRCULATION SYSTEM)**

To measure the performance of the circulation system, a Level of Service (LOS) analysis was conducted for 18 intersections in the project vicinity for the following Project scenarios:

- Existing Plus Project Buildout (Day-to-Day) Weekday Intersection LOS
- Existing Plus Project Buildout (Special Event) Weekday LOS
- Existing Plus Project Buildout (Special Event) Saturday Intersection LOS
- Interim Year 2022 With Project Phase 1 & 2 (Day-to-Day) Weekday Intersection LOS
- Interim Year 2027 With Project Phase (Day-to-Day) Weekday Intersection LOS
- Future Year 2047 With Project Buildout Weekday (Day-to-Day) Intersection LOS
- Future Year 2047 With Project Buildout Weekday (Special Event) Intersection LOS
- Future Year 2047 With Project Buildout (Special Event) Saturday Intersection LOS
- Future Year 2047 Plus Construction Hauling Intersection Peak-Hour LOS – Pico Boulevard Driveway
- Future Year 2047 Plus Construction hauling Intersection Peak-Hour LOS – Olympic Boulevard Driveway

Based on these LOS analyses, the Project's impact on the performance of the circulation system was determined to be less than significant for all scenarios at all intersections except for the 4<sup>th</sup> Street/Pico Boulevard intersection, which without mitigation would be significantly impacted in buildout conditions, but only during special events (e.g., stadium use) held on Saturday (i.e., the Existing Plus Project Buildout [Special Event] Saturday scenario and the Future Year 2047 With Project Buildout [Special Event] Saturday scenario) (Impact TR-1). The traffic impact is attributable to the increase in volume at the westbound (Pico Boulevard) right-turn movement at 4<sup>th</sup> Street.

In the Existing Plus Project Buildout (Special Event) Saturday scenario, the Project is predicted to cause an increase in delay of 28.3 seconds and a change in the level of service from LOS C to LOS E. In the 2047 With Project Buildout (Special Event) Saturday scenario, the Project is predicted to cause an increase of 52.6 seconds and a change in the level of service from LOS C to LOS F. The Project's effect on the intersection of 4<sup>th</sup> Street and Pico Boulevard is a significant impact that can be mitigated to a less-than-significant level.

#### **5.11.1 FINDINGS**

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effects as identified in the final EIR. Specifically, the Board finds that the following mitigation measure shall be implemented to reduce this impact to a less-than-significant level.

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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**MM TR-1 Traffic Control at 4<sup>th</sup> Street/Pico Boulevard During Special Events on Saturdays.** *To alleviate traffic impacts at the intersection of 4<sup>th</sup> Street and Pico Boulevard during special events for Saturday conditions, the number two westbound shared through/right-turn lane shall be converted to a dedicated right-turn lane using temporary traffic control officers along with temporary delineators and signage. Prior to construction of the 3,500-seat football/soccer stadium, the District shall coordinate with the City to implement this roadway improvement.*

### 5.11.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.11, Transportation and Traffic, pp. 3.11-1 through 3.11-42 of the EIR and in EIR Appendix K, Traffic Impact Analysis. The following presents a summary of that rationale.

To reduce the Project's impact at the one significantly impacted intersection, 4<sup>th</sup> Street/Pico Boulevard, during special events on Saturdays in the buildout condition, Mitigation Measure MM TR-1 requires the number two westbound shared through/right-turn lane to be converted to a dedicated right-turn lane using temporary traffic control officers along with temporary delineators and signage. As shown in Table 3.11-15 of the EIR, with the incorporation of Mitigation Measure MM TR-1, the Project's impact at the 4<sup>th</sup> Street/Pico Boulevard intersection would be less than the City of Santa Monica's thresholds of significance and, therefore, less than significant.

### 5.12 TRANSPORTATION/TRAFFIC (PUBLIC TRANSIT, BICYCLE, OR PEDESTRIAN FACILITIES)

During construction, the Proposed Project may have the potential to cause temporary closure of the bike lanes adjacent to the Project site or increase safety hazards, due to construction vehicles entering and exiting the Project site (e.g., for delivery of building materials) (Impact TR-6). The Project may also have the potential to cause temporary closures of the sidewalks adjacent the Project site, or increase safety hazards, due to construction. The entrance to Samohi on 4<sup>th</sup> Street is used for pedestrians and buses. There are two pickup/drop-off zones along Olympic Boulevard and a campus vehicle entrance for vehicles and school buses. There is a drop-off/pickup along 7<sup>th</sup> Street and Michigan Avenue, including bus drop-off along 7<sup>th</sup> Street and access to additional parking on campus. During Phase 4, there will be new vehicle entrance on 7<sup>th</sup> Street north of Pico Boulevard on the east side of campus, which will affect the drop-off/pickup at 7<sup>th</sup> Street and Michigan Avenue. Phase 9 involves the relocation of the 6<sup>th</sup> Street driveway along Olympic Boulevard to the east, thus causing potential impact at the other drop-off/pickup site. Project construction will have an adverse effect on the two current pickup/drop-off zones, bike lanes, and sidewalks. It will do so by potentially rerouting traffic, slowing it down, or closing off access to these areas. Based on these possibilities, there will be a potentially significant but mitigable impact.

#### 5.12.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effects as identified in the final EIR. Specifically, the Board finds that the following mitigation measure shall be implemented to reduce this impact to a less-than-significant level.

**MM TR-2 Construction Staging and Traffic Management Plan.** *Prior to construction of each phase of the SCP, the construction contractor through the SMMUSD shall prepare and submit a Construction Staging and Traffic Management Plan to*

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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*the City for approval. The plan shall mitigate construction impacts during each phased activity. The plan shall include the following specific elements:*

- *The construction contractor shall install a construction fence around the site perimeter, complying with City requirements, before excavation begins.*
- *The construction contractor shall be required to maintain a minimum sidewalk width of 5 feet during the construction period.*
- *The construction contractor shall erect protective sidewalk canopies to enhance pedestrian safety along the construction site.*
- *A flag person shall be provided whenever trucks entering or leaving the Proposed Project site may impede the flow of pedestrian, bicycle, or automotive traffic.*
- *The designated truck route for the Proposed Project site shall be Lincoln Boulevard for trucks coming from the east or the west.*

### 5.12.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.11, Transportation and Traffic, pp. 3.11-1 through 3.11-42 of the EIR and in EIR Appendix K, Traffic Impact Analysis. The following presents a summary of that rationale.

Mitigation Measure MM TR-2 would alleviate potential construction phase impacts on transit, bicycle, and pedestrian facilities in the project vicinity by requiring the contractor to maintain a minimum sidewalk width of 5 feet during construction, to erect protective sidewalk canopies along the construction site, and to utilize flag persons to ensure trucks safely enter and leave the site. With Mitigation Measure MM TR-2 the potential disruption of transit, bicycle, and pedestrian facilities during construction would be minimized. After mitigation impacts are considered less than significant.

### 5.13 TRIBAL CULTURAL RESOURCES

The Proposed Project would involve substantial demolition and new construction throughout the campus. Although there are no known tribal cultural resources within the Project area, there is sensitivity for encountering tribal cultural resources during ground disturbance at any depth in the Project area (Impacts TCR-1 through TCR-3). All phases have some component of ground disturbance that will require mitigation.

#### 5.13.1 FINDINGS

The Board of Education finds that changes or alterations have been required in, or incorporated into, the Proposed Project, which avoid or substantially lessen the significant environmental effect as identified in the EIR. Specifically, the Board finds that the following mitigation measures shall be implemented to reduce potentially significant tribal cultural resource impacts:

**MM TCR-1**     ***Retain a Native American Monitor/Consultant.*** *The Project applicant shall be required to retain and compensate for the services of a tribal monitor/consultant who is approved by the Gabrieleño Band of Mission*

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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Indians–Kizh Nation Tribal Government and is listed on the NAHC's Tribal Contact list for the area of the Project location. This list is provided by the Native American Heritage Commission. The monitor/consultant will only be present on-site during the construction phases that involve ground-disturbing activities. The monitor/consultant will be notified 48 hours prior to ground-disturbing activities. The absence of the monitor/consultant will not preclude ground-disturbing activities. Ground-disturbing activities are defined by the Gabrieleño Band of Mission Indians–Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching in the Project area. The tribal monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Project site grading and excavation activities are completed or when the tribal representatives and the monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

**MM TCR-2**     **Unanticipated Discovery of Tribal Cultural and Archaeological Resources.** Upon discovery of any tribal cultural resources, construction activities shall cease in the immediate vicinity of the find until the find can be assessed. All tribal cultural resources unearthed by Proposed Project construction activities shall be evaluated by the tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians–Kizh Nation. The Gabrieleño Band of Mission Indians–Kizh Nation shall coordinate with the landowner regarding the treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the Project area while evaluation and, if necessary, mitigation takes place. If a resource is determined by the Tribe to constitute a "tribal cultural resource," time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

**MM TCR-3**     **Treatment Measures.** Prior to the continuation of ground-disturbing activities, the landowner shall arrange a designated site location within the footprint of the Project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard shall be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk

## 5.0 LESS-THAN-SIGNIFICANT ENVIRONMENTAL EFFECTS WITH MITIGATION INCORPORATED

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*or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities shall be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive diagnostics on human remains.*

*Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.*

### 5.13.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.12, Tribal Cultural Resources, pp. 3.12-1 through 3.12-9 of the EIR. In the event that potentially important tribal cultural resources are encountered during the course of construction, impacts to such resources would be reduced to a less-than-significant level through implementation of Mitigation Measures MM TCR-1 through MM TCR-3, which require qualified professionals to be on-site during ground disturbance to determine the significance of any tribal cultural resources discovered during Project construction.

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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### 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

The Final EIR determined that the Proposed Project has potentially significant environmental effects that cannot be feasibly mitigated to less-than-significant levels, and such impacts would be significant and unavoidable. These impacts and the corresponding findings are identified in the subsections below.

#### 6.1 AIR QUALITY (AIR QUALITY MANAGEMENT PLAN)

The SCAQMD has adopted the 2016 AQMP to reduce emissions of criteria pollutants for which the SCAB is designated nonattainment. The SCAQMD has identified the following two criteria for determining consistency with the AQMP:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The Project is consistent with Criterion No. 2, as the proposed Campus Plan is consistent with the land use designation and development density presented in the City of Santa Monica's General Plan, would not result in an increase in population growth in the City of Santa Monica, and would not result in an increase in student attendance. The Project is partially consistent with Criterion No. 1, as the Project would not generate emissions in excess of the long-term operational mass daily thresholds established by the SCAQMD. However, during construction, the Project would generate emissions in excess of the short-term mass daily thresholds established by the SCAQMD (Impact AQ-1). Mitigation Measure MM AQ-1 would reduce the Project's construction emissions, but not to a level below the SCAQMD's thresholds. Therefore, this impact is considered significant and unavoidable.

##### 6.1.1 FINDINGS

The Board of Education finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. While changes or alterations have been required in, or incorporated into, the Proposed Project to address this significant effect on the environment, no feasible mitigation measures exist to reduce emissions below the threshold of significance. Mitigation Measure MM AQ-1 would be required to reduce emissions, but would not be sufficient to reduce this impact to a less-than-significant level:

**MM AQ-1**      **Construction Equipment Shall Meet Tier 3 Emission Standards.** *During Phase 1 & 2 of Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-certified Tier 3 emissions standards according to the following:*

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards, where available. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.*
- *A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*

The Board finds that there are no other feasible mitigation measures that would further lessen the impact; thus, the impact is unavoidable. The Board finds that specific economic, social, or other considerations make infeasible additional mitigation. However, pursuant to PRC § 21081(a)(3), as described in the Statement of Overriding Considerations, the Board has determined that this impact is acceptable based on specific overriding considerations found herein in Chapter 9 below.

### 6.1.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.2, Air Quality, pp. 3.2-1 through 3.2-24 of the EIR. The following presents a summary of that rationale:

During construction and operation, the Project would generate criteria air pollutants, including volatile organic compounds (VOC), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), PM<sub>10</sub>, and PM<sub>2.5</sub>. During operation and through all nine phases of Project construction, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be below the SCAQMD's mass daily thresholds. Likewise, construction phase NO<sub>x</sub> emissions would be below the SCAQMD's mass daily thresholds for Phases 3-9. However, during construction of Phases 1 and 2, NO<sub>x</sub> emissions would exceed the SCAQMD's mass daily thresholds even with the implementation of Mitigation Measure MM AQ-1. No other feasible mitigation measure is available to reduce construction phase NO<sub>x</sub> emissions. As a result of this exceedance of the SCAQMD's mass daily thresholds for NO<sub>x</sub>, even in the short-term during construction, based on the methodology established by the SCAQMD, impacts related to consistency with the 2016 AQMP are considered significant and unavoidable.

## 6.2 AIR QUALITY (VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION)

The SCAQMD has adopted the 2016 AQMP to reduce emissions of criteria pollutants for which the SCAB is designated nonattainment. The SCAQMD has identified the following two criteria for determining consistency with the AQMP:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The Project is consistent with Criterion No. 2, as the proposed Campus Plan is consistent with the land use designation and development density presented in the City of Santa Monica's General Plan, would not result in an increase in population growth in the City of Santa Monica, and would not result in an increase in student attendance. The Project is partially consistent with Criterion No. 1, as the Project would not generate emissions in excess of the long-term operational mass daily thresholds established by the SCAQMD. However, during construction, the Project would generate emissions in excess of the short-term mass daily thresholds established by the SCAQMD (Impact AQ-1). Mitigation Measure MM AQ-1 would reduce the Project's construction emissions but not to a level below the SCAQMD's thresholds. Therefore, this impact is considered significant and unavoidable.

### 6.2.1 FINDINGS

The Board of Education finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. While changes or alterations have been required in, or incorporated into, the Proposed Project to address this significant effect on the environment, no feasible mitigation measures exist to reduce emissions below the threshold of significance. Mitigation Measure MM AQ-1 would be required to reduce emissions but would not be sufficient to reduce this impact to a less-than-significant level:

**MM AQ-1**      **Construction Equipment Shall Meet Tier 3 Emission Standards.** *During Phase 1 & 2 of Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-certified Tier 3 emissions standards according to the following:*

- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards, where available. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.*
- *A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*

The Board finds that there are no other feasible mitigation measures that would further lessen the impact; thus, the impact is unavoidable. The Board finds that specific economic, social, or other considerations make infeasible additional mitigation. However, pursuant to PRC § 21081(a)(3), as

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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described in the Statement of Overriding Considerations, the Board has determined that this impact is acceptable based on specific overriding considerations found herein in Chapter 9 below.

### 6.2.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.2, Air Quality, pp. 3.2-1 through 3.2-24 of the EIR. The following presents a summary of that rationale:

During construction and operation, the Project would generate criteria air pollutants, including VOCs, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. During operation and through all nine phases of Project construction, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be below the SCAQMD's mass daily thresholds. Likewise, construction phase NO<sub>x</sub> emissions would be below the SCAQMD's mass daily thresholds for Phases 3-9. However, during construction of Phases 1 and 2, NO<sub>x</sub> emissions would exceed the SCAQMD's mass daily thresholds even with the implementation of Mitigation Measure MM AQ-1. No other feasible mitigation measure is available to reduce construction phase NO<sub>x</sub> emissions. As a result of this exceedance of the SCAQMD's mass daily thresholds for NO<sub>x</sub>, even in the short-term during construction, based on the methodology established by the SCAQMD, impacts related to the contribution to an existing or projected air quality violation are considered significant and unavoidable.

### 6.3 AIR QUALITY (SENSITIVE RECEPTORS)

The SCAQMD has established a Localized Significance Threshold (LST) methodology for analyzing potential impacts on sensitive receptors (Impact AQ-4), with LST screening thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. During construction, Project emissions have the potential to exceed the LST screening threshold for PM<sub>2.5</sub> even with the implementation of all feasible mitigation measures. This is a significant impact that cannot be mitigated to a less-than-significant level.

#### 6.3.1 FINDINGS

The Board of Education finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. While changes or alterations have been required in, or incorporated into, the Proposed Project to address this significant effect on the environment, no feasible mitigation measures exist to reduce emissions below the threshold of significance. Mitigation Measure MM AQ-1 would be required to reduce emissions, but would not be sufficient to reduce this impact to a less-than-significant level:

**MM AQ-1**      **Construction Equipment Shall Meet Tier 3 Emission Standards.** *During Phase 1 & 2 of Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-certified Tier 3 emissions standards according to the following:*

- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards, where available. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any*

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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*emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.*

- *A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*

The Board finds that there are no other feasible mitigation measures that would further lessen the impact; thus, the impact is unavoidable. The Board finds that specific economic, social, or other considerations make infeasible additional mitigation. However, pursuant to PRC § 21081(a)(3), as described in the Statement of Overriding Considerations, the Board has determined that this impact is acceptable based on specific overriding considerations found herein in Chapter 9 below.

### 6.3.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.2, Air Quality, pp. 3.2-1 through 3.2-24 of the EIR. The following presents a summary of that rationale:

As noted above, the SCAQMD has established LST screening thresholds for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. The LSTs apply only to the Project's onsite construction emissions, as offsite emissions do not contribute to pollutant concentrations in the localized Project area. Similarly, Project operations would not generate a measurable amount of localized emissions, as Project operations do not include any stationary sources or the attraction of mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). Therefore, the LSTs do not apply to Project operation.

During construction, onsite emissions of NO<sub>x</sub>, CO, and PM<sub>10</sub> would be below the LST screening thresholds and, thus, less than significant. However, on the worst days of construction, emissions of PM<sub>2.5</sub> would reach 6.69 pounds per day, which would exceed the screening threshold of 6 pounds per day even with the implementation of Mitigation Measure MM AQ-1, dust control measures required pursuant to SCAQMD's Rule 403, and all other adopted AQMP emissions control measures. No other feasible mitigation measure is available to reduce construction phase PM<sub>2.5</sub> emissions. As a result of this exceedance of the SCAQMD's LST screening threshold for PM<sub>2.5</sub>, air quality impacts related to the exposure of sensitive receptors to substantial pollutant concentrations are considered significant and unavoidable.

### 6.4 AIR QUALITY (CUMULATIVE IMPACTS)

As previously noted, the SCAB, in which the Project site lies, is designated a nonattainment basin for ozone (Federal and State), PM<sub>10</sub> (State), PM<sub>2.5</sub> (Federal and State), and lead (Federal). While the Proposed Project would not generate a measurable amount of lead, construction and operation of the proposed Project would generate PM<sub>10</sub>, PM<sub>2.5</sub>, and precursors of ozone (VOC and NO<sub>x</sub>). During construction, Project emissions have the potential to exceed the SCAQMD's mass daily threshold for NO<sub>x</sub> and LST screening threshold for PM<sub>2.5</sub> even with the implementation of all feasible mitigation measures. These exceedances are considerable contributions to

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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significant air quality impacts. Therefore, the Project's cumulative air quality impacts are significant and cannot be mitigated to a less-than-significant level.

### 6.4.1 FINDINGS

The Board of Education finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR. While changes or alterations have been required in, or incorporated into, the Proposed Project to address this significant effect on the environment, no feasible mitigation measures exist to reduce emissions below the threshold of significance. Mitigation Measure MM AQ-1 would be required to reduce emissions, but would not be sufficient to reduce this impact to a less-than-significant level:

**MM AQ-1**     **Construction Equipment Shall Meet Tier 3 Emission Standards.** *During Phase 1 & 2 of Project construction, all internal combustion engines/construction equipment operating on the Project site shall meet EPA-certified Tier 3 emissions standards according to the following:*

- *All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 3 emission standards, where available. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.*
- *A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.*

The Board finds that there are no other feasible mitigation measures that would further lessen the impact; thus, the impact is unavoidable. The Board finds that specific economic, social, or other considerations make infeasible additional mitigation. However, pursuant to PRC §21081 (a)(3), as described in the Statement of Overriding Considerations, the Board has determined that this impact is acceptable based on specific overriding considerations found herein in Chapter 9 below.

### 6.4.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.2, Air Quality, pp. 3.2-1 through 3.2-24 of the EIR. The following presents a summary of that rationale:

The SCAQMD's approach to assessing cumulative impacts is based on the 2016 AQMP forecasts of attaining ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. The 2016 AQMP is intended to bring the SCAB into attainment for all criteria pollutants and contains thresholds that are designed to assist the region in attaining the applicable state and national ambient air quality standards. The Project-specific evaluation of

## 6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

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emissions presented in the EIR demonstrates that the Project would exceed construction thresholds for NO<sub>x</sub> and PM<sub>2.5</sub> even with incorporation of Mitigation Measure MM AQ-1, and therefore would not be consistent with the 2016 AQMP. The Project would also comply with SCAQMD's Rule 403 pertaining to fugitive dust control during construction, as well as with all other adopted AQMP emissions control measures. However, as construction thresholds for NO<sub>x</sub> and PM<sub>2.5</sub> would be exceeded with incorporation of all feasible emission control measures, impacts would remain significant and unavoidable.

### 6.5 CULTURAL RESOURCES (CUMULATIVE IMPACTS ON ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES) [THIS IS NOT REFLECTED IN THE EXECUTIVE SUMMARY TABLE ES-1 OF THE DRAFT EIR.]

Implementation of the Proposed Project could contribute to potential cumulative impacts on cultural resources. Many past, present, and foreseeable projects have affected, or will affect, tribal cultural resources throughout the region. This impact is cumulatively significant despite the federal, state, and local laws designed to protect such resources. These laws have led to the discovery, recordation, and preservation of resources; however, many more unique resources were destroyed in the period before preservation efforts began or are inadvertently destroyed during grading and excavation for construction. For these reasons, cumulative impacts on cultural resources in the region are significant.

Construction activities resulting from the Proposed Project would include grading and excavation in previously disturbed areas where undiscovered subsurface resources may exist. Mitigation Measures MM CUL-4 through MM CUL-7 address the potential for encountering undiscovered archaeological and paleontological resources. These measures require construction monitoring and construction and/or grading work to be halted upon the discovery of these resources to ensure their protection. Nevertheless, because past, present, and future projects would result in additional impacts on these resources, the Proposed Project's contribution to these significant impacts would be cumulatively considerable and unavoidable.

#### 6.5.1 FINDINGS

The Board of Education finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR. While changes or alterations have been required in, or incorporated into, the Proposed Project to address this significant effect on the environment, no feasible mitigation measures exist to reduce impacts to cultural resources to a less-than-significant level due such resources being unique and non-renewable. The Board finds that specific economic, social, or other considerations make infeasible additional mitigation. However, pursuant to PRC § 21081(a)(3), as described in the Statement of Overriding Considerations, the Board has determined that this impact is acceptable based on specific overriding considerations found herein in Chapter 9 below.

#### 6.5.2 RATIONALE/EXPLANATION

The rationale and facts supporting the above finding are fully developed in Section 3.3, Cultural Resources, pp. 3.3-1 through 3.3-76 of the EIR. In the event that potentially important archaeological and paleontological resources are encountered during the course of construction, Project-level impacts to such resources would be reduced to a less-than-significant

## **6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS**

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level through implementation of Mitigation Measures MM CUL-4 and MM CUL-7, which require qualified professionals to be on-site during ground disturbance to determine the significance of any cultural resources discovered during Project construction. However, because past, present, and future projects would result in additional impacts on these resources, the Proposed Project's contribution to these significant impacts would be cumulatively considerable and unavoidable.

### **6.6 TRIBAL CULTURAL RESOURCES (CUMULATIVE IMPACTS) [THIS IS NOT REFLECTED IN THE EXECUTIVE SUMMARY TABLE ES-1 OF THE DRAFT EIR.]**

Implementation of the Proposed Project could contribute to potential cumulative impacts on tribal cultural resources, if any are present. Many past, present, and foreseeable projects have affected, or will affect, tribal cultural resources throughout the region. This impact is cumulatively significant despite the federal, state, and local laws designed to protect such resources. These laws have led to the discovery, recordation, and preservation of resources; however, many more unique resources were destroyed in the period before preservation efforts began or are inadvertently destroyed during grading and excavation for construction. For these reasons, cumulative impacts on tribal cultural resources in the region are significant.

Construction activities resulting from the Proposed Project would include grading and excavation in previously disturbed areas where undiscovered subsurface resources may exist. Mitigation Measures MM TCR-1 through MM TCR-3 address the potential for encountering undiscovered tribal cultural resources. These measures require construction monitoring and construction and/or grading work to be halted upon the discovery of tribal cultural resources to ensure their protection. Nevertheless, because past, present, and future projects would result in additional impacts on these resources, the Proposed Project's contribution to these significant impacts would be cumulatively considerable and unavoidable.

#### **6.6.1 FINDINGS**

The Board of Education finds that specific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the EIR. While changes or alterations have been required in, or incorporated into, the Project to address this significant effect on the environment, no feasible mitigation measures exist to reduce impacts to tribal cultural resources to a less-than-significant level due such resources being unique and non-renewable. The Board finds that specific economic, social, or other considerations make infeasible additional mitigation. However, pursuant to PRC § 21081(a)(3), as described in the Statement of Overriding Considerations, the Board has determined that this impact is acceptable based on specific overriding considerations found herein in Chapter 9 below.

#### **6.6.2 RATIONALE/EXPLANATION**

The rationale and facts supporting the above finding are fully developed in Section 3.12, Tribal Cultural Resources, pp. 3.12-1 through 3.12-9 of the EIR. In the event that potentially important tribal cultural resources are encountered during the course of construction, Project-level impacts to such resources would be reduced to a less-than-significant level through implementation of Mitigation Measures MM TCR-1 through MM TCR-3, which require qualified professionals to be on-site during ground disturbance to determine the significance of any tribal cultural resources

## **6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS**

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discovered during Project construction. However, because past, present, and future projects would result in additional impacts on these resources, the Proposed Project's contribution to these significant impacts would be cumulatively considerable and unavoidable.

## **6.0 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS**

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### 7.0 FINDINGS REGARDING PROJECT ALTERNATIVES

An EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible. To identify reasonable alternatives to the Proposed Project, the SMMUSD considered the objectives of the Proposed Project, those alternatives that are feasible to accomplish, and those alternatives that could reduce one or more of the significant impacts of the Proposed Project. The EIR discussed several alternatives to the Proposed Project in order to present a reasonable range of alternatives. Alternatives analyzed in the Chapter 6 of the EIR include:

- No Project/No Development (Alternative 1)
- Gold Concept (Alternative 2)
- Campus Rehabilitation with Increased Parking (Alternative 3)

### 7.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE (ALTERNATIVE 1)

Consistent with Section 15126.6(e)(1) of the CEQA Guidelines, this alternative assumes that no development would occur on the Proposed Project site in the foreseeable future. The site would remain unchanged and none of the proposed improvements would occur. In general, no new environmental effects would directly result from the selection of this alternative. Maintaining the Project site in its present state would avoid the environmental impacts associated with air quality that were identified for the Proposed Project and the cumulative impacts associated with cultural resources and tribal cultural resources to which the Project was identified to contribute. As such, no significant unmitigable adverse environmental impacts directly or cumulatively associated with the Proposed Project would occur under the No Project/No Development Alternative. However, none of the Project objectives would be met.

#### 7.1.1 ENVIRONMENTAL EFFECTS

The No Project Alternative would result in the continuation of existing conditions at the Proposed Project site. Compared to the Proposed Project, the No Project Alternative is superior in the areas of aesthetics, air quality, cultural resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, noise, public service, recreation, transportation and traffic, tribal cultural resources, and utilities and service systems. Therefore, the No Project Alternative is considered to be environmentally superior to the Proposed Project.

#### 7.1.2 FINDINGS

While the No Project/No Development Alternative would not result in any significant environmental impacts, the Board of Education finds this alternative infeasible and less desirable than the Proposed Project and rejected it because it would fail to meet any of the basic Project objectives, including:

- Improve learning by replacing undersized and inflexible facilities with larger spaces that accommodate diverse learning styles and allow for variable uses.

## 7.0 FINDINGS REGARDING PROJECT ALTERNATIVES

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- Provide enhanced support spaces, such as libraries, cafeteria, labs, and other student services, that promote whole child development.
- Maintain the House communities that provide for decentralized administration and aid in more personal care of students and families.
- Improve the arts and athletic facilities in support of both the school and the community's educational, cultural, and recreational enhancement.
- Reorganize open space to support the House communities and foster intracampus circulation.
- Improve access, circulation, and drop-off and increase on-campus parking.
- Establish a logical and fiscally feasible sequence of phased development.
- Ensure that the campus remains whole at the end of each phase.

### 7.2 ALTERNATIVE 2: GOLD CONCEPT

The objective of the SCP is to establish an overall campus layout of all facilities in order to develop a "road map" to guide the siting of future campus projects. The SCP for the existing 26-acre campus defines the redevelopment or renovation of all campus facilities (apart from Barnum Hall and the Innovation Building) phased over a 25-year planning horizon. Working from the 2016 Function Space Program (FSP) and the 2011 Civic Center Joint-Use Project – Siting Study 2 (2011 CCJUP/SS2), two planning-level buildout concepts—the Blue Concept and the Gold Concept—were developed and presented to the SMMUSD. The planning concepts provided alternate approaches to accomplish the planning goals while defining site use and massing.

Similar to the Proposed Project, the Gold Concept Alternative would reorganize the campus functions and open space, resulting in a shifted campus entry southward along 7th Street on an axis with Barnum Hall while creating defined and usable open space. This alternative would allow for development of a new football/soccer/track and field stadium and provide ample on-campus parking. It would result in more densely concentrated Houses in two buildings, which would conserve site area. Under this alternative, Prospect Hill would not be regraded; rather, a semi-subterranean Library would be constructed with the Student Center above to mitigate the grade change that currently exists.

It is assumed that the Gold Concept Alternative would also be constructed in nine phases. As shown in EIR Figure 6.0-2, Alternative 2 – Gold Concept, this alternative would result in the demolition of all buildings on the Samohi campus, with the exception of the English Building, Barnum Hall, and the Greek Amphitheatre, with the English Building renovated, similar to the Proposed Project. Therefore, the amount of demolition (368,431 square feet) and new construction (1,131,076 square feet) would remain the same as with the Proposed Project. In addition, under this alternative, the Blue Gym would no longer be semi-subterranean and Prospect Hill would not be regraded, which would result in less grading on the site. The total amount of soil graded under this alternative would be approximately 56,000 cubic yards (32,000 cubic yards for Phase 3 and 3,000 cubic yards for Phase 7) less than the total of 229,400 cubic yards for the Proposed Project. Under the Gold Concept Alternative, the Samohi campus would have 917 parking spaces, similar to the Proposed Project.

### 7.2.1 ENVIRONMENTAL EFFECTS

Compared to the Proposed Project, the Gold Concept Alternative is only superior in the geology and soils (a less-than-significant impact of the Project), due to the reduction in grading volumes. The Gold Concept Alternative would not reduce the significant and unmitigable project-level impact on air quality and would not reduce the Project's contribution to the significant cumulative cultural resource and tribal cultural resource impacts identified in the EIR.

### 7.2.2 FINDINGS

The Board of Education finds this alternative infeasible and less desirable than the Proposed Project and rejected it because (1) it would not avoid, or reduce to a less than significant level, any of the project's significant and unmitigable impacts and (2) it would not achieve some of the basic Project objectives. Additionally, while the Gold Concept Alternative would meet some of the Project's objectives, it would not meet them to the same extent as the Proposed Project. This alternative does not provide for the regrading of Prospect Hill and does not foster intracampus circulation. The regrading of Prospect Hill, under the Proposed Project, affords universally accessible design options that are not achieved under the Gold Concept Alternative. Further, by siting academic functions to the east and athletic functions to the west, the Proposed Project more effectively supports the objective of improving arts and athletic facilities in that community use of the campus facilities would not impede school uses.

## 7.3 ALTERNATIVE 3: CAMPUS REHABILITATION WITH INCREASED PARKING

The Campus Rehabilitation with Increased Parking Alternative was identified to avoid or substantially lessen significant unavoidable impacts related to construction air quality-related emissions. Under this alternative, the Phase 1&2 Building would be constructed, with a two-level 192-space parking garage. Phase 3 would involve demolition of the Cafeteria and the addition of a new three-level 300-space parking garage. Phase 4 would involve the demolition of the History Building and the regrading of Prospect Hill. The remaining buildings on campus would be renovated. Other than the pool developed under Phase 1 & 2, no other improvements to the athletic facilities would occur. EIR Figure 6.0-3, Alternative 3 – Campus Rehabilitation with Increased Parking, shows the conceptual design of this alternative. Upon completion of this alternative, the campus would have approximately 650 on-campus parking spaces.

### 7.3.1 ENVIRONMENTAL EFFECTS

The Campus Rehabilitation with Increased Parking Alternative was identified in the EIR as the environmentally superior alternative, other than the No Project/No Development Alternative, because it results in the greatest reductions to the significant and unavoidable Project impacts. The Campus Rehabilitation with Increased Parking Alternative would lessen environmental impacts in the areas of aesthetics, air quality, geology and soils, GHG emissions, noise, public services, recreation, transportation and traffic, and utilities and service systems. Additionally, this alternative would reduce the Project's significant and unmitigable construction-related air quality impacts to a less than significant level. This Alternative would have similar impacts in the areas of cultural resources, hazards and hazardous materials, hydrology and water quality, and tribal cultural resources. This Alternative would not reduce the Project's contribution to the significant cumulative cultural resource and tribal cultural resource impacts identified in the EIR.

## **7.0 FINDINGS REGARDING PROJECT ALTERNATIVES**

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### 7.3.2 Findings

The Board of Education finds this alternative infeasible and less desirable than the Proposed Project and rejected it because it would not achieve some of the basic Project objectives. The Campus Rehabilitation with Increased Parking Alternative would not result in a cohesive campus that replaces the undersized existing facilities with new larger spaces to accommodate diverse learning styles and allow for variable uses. Under this alternative, the campus would rehabilitate the existing support spaces, rather than developing new and improved spaces that promote whole child development. The Campus Rehabilitation with Increased Parking Alternative would not result in a reorganized open space area, and internal and external circulation improvements would be limited compared to the Proposed Project. Additionally, with the elimination of the 3,500-seat football stadium, this alternative does not meet the objective of improving arts and athletic facilities.

Additionally, under the Campus Rehabilitation with Increased Parking Alternative, some of the Project objectives would be achieved but to a lesser extent as compared to the Proposed Project. For example, this alternative would improve access, circulation, and drop-off and would increase on-campus parking; however, not to the same extent as the Proposed Project. The Campus Rehabilitation with Increased Parking Alternative would allow the District to maintain the House communities but would not provide the same amount of space to develop each House as the Proposed Project.

## **8.0 FINDINGS REGARDING CHANGES TO THE DRAFT EIR AND RECIRCULATION**

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### **8.0 FINDINGS REGARDING CHANGES TO THE DRAFT EIR AND RECIRCULATION**

#### **8.1 CHANGES TO THE DRAFT EIR**

In response to comments from the public and other public agencies, the Final EIR has incorporated changes subsequent to publication of the Draft EIR. In addition, mitigation measures proposed in the Draft EIR were incorporated into a Mitigation Monitoring Program (MMP). Finally, the Final EIR includes corrections to the Draft EIR. These changes are set forth in Chapter 3 of the Final EIR.

##### **8.1.1 FINDINGS**

Pursuant to CEQA, on the basis of the review and consideration of the Final EIR, the Board of Education finds:

1. None of the comments raise any significant new information that would have to be added to the Draft EIR.
2. A minor factual correction set forth as correction to the Draft EIR has been made that merely makes an insignificant modification to the information provided in the Draft EIR.
3. This minor factual correction to the Draft EIR is not a substantial change that would deprive the public of a meaningful opportunity to comment on a substantial adverse environmental effect of the Proposed Project, a feasible way to mitigate or avoid such an effect, or a feasible project alternative.
4. This minor factual correction to the Draft EIR will not result in new significant environmental effects or substantially increase the severity of the previously identified significant effects disclosed in the Draft EIR.
5. This minor factual correction to the Draft EIR will not involve mitigation measures or alternatives that are considerably different from those analyzed in the Draft EIR that would substantially reduce one or more significant effect on the environment.
6. This minor factual correction to the Draft EIR does not render the Draft EIR so fundamentally inadequate and conclusory in nature that meaningful public review and comment would be precluded.

Thus, none of the conditions set forth in CEQA requiring recirculation of a Draft EIR have been met. Incorporation of the factual correction to the Draft EIR into the Final EIR does not require the Final EIR be circulated for public comment.

## **8.0 FINDINGS REGARDING CHANGES TO THE DRAFT EIR AND RECIRCULATION**

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### 9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

#### 9.1 SIGNIFICANT AND UNAVOIDABLE IMPACTS

As described above in Section 6 and based on the information and analysis set forth in the Initial Study, EIR, and the record of proceedings, implementation of the Proposed Project would result in significant impacts related to air quality, cultural resources (cumulative only), and tribal cultural resources (cumulative only), as detailed in the following subsections.

#### 9.2 AIR QUALITY (AIR QUALITY MANAGEMENT PLAN)

The SCAQMD has adopted the 2016 AQMP to reduce emissions of criteria pollutants for which the SCAB is designated nonattainment. The SCAQMD has identified the following two criteria for determining consistency with the AQMP:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The Proposed Project is consistent with Criterion No. 2, as the proposed Campus Plan is consistent with the land use designation and development density presented in the City of Santa Monica's General Plan, would not result in an increase in population growth in the City of Santa Monica, and would not result in an increase in student attendance. The Proposed Project is partially consistent with Criterion No. 1, as the Project would not generate emissions in excess of the long-term operational mass daily thresholds established by the SCAQMD. However, during construction, the Proposed Project would generate emissions in excess of the short-term mass daily thresholds established by the SCAQMD (Impact AQ-1). Mitigation Measure MM AQ-1 would reduce the Project's construction emissions, but not to a level below the SCAQMD's thresholds. Therefore, this impact is considered significant and unavoidable.

#### 9.3 AIR QUALITY (VIOLATE ANY AIR QUALITY STANDARD OR CONTRIBUTE SUBSTANTIALLY TO AN EXISTING OR PROJECTED AIR QUALITY VIOLATION)

The SCAB, in which the Project site lies, is designated a nonattainment basin for ozone (Federal and State), PM<sub>10</sub> (State), PM<sub>2.5</sub> (Federal and State), and lead (Federal). While the Project would not generate a measurable amount of lead, construction and operation of the Proposed Project would generate PM<sub>10</sub>, PM<sub>2.5</sub>, and precursors of ozone (VOC and NO<sub>x</sub>). During operation and through all nine phases of Project construction, VOC, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions would be below the SCAQMD's mass daily thresholds. Likewise, construction phase NO<sub>x</sub> emissions would be below the SCAQMD's mass daily thresholds for Phases 3-9. However, during construction of Phases 1 and 2, NO<sub>x</sub> emissions would exceed the SCAQMD's mass daily thresholds even with the implementation of all feasible mitigation measures (Impact AQ-2). This is a significant impact that cannot be mitigated to a less-than-significant level.

#### 9.4 AIR QUALITY (SENSITIVE RECEPTORS)

The SCAQMD has established a Localized Significance Threshold (LST) methodology for analyzing potential impacts on sensitive receptors (Impact AQ-4), with LST screening thresholds for NO<sub>x</sub>, CO,

## **9.0 STATEMENT OF OVERRIDING CONSIDERATIONS**

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PM<sub>10</sub>, and PM<sub>2.5</sub>. During construction, Project emissions have the potential to exceed the LST screening threshold for PM<sub>2.5</sub> even with the implementation of all feasible mitigation measures. This is a significant impact that cannot be mitigated to a less-than-significant level.

### **9.5 AIR QUALITY (CUMULATIVE IMPACTS)**

As previously noted, the SCAB, in which the Project site lies, is designated a nonattainment basin for ozone (Federal and State), PM<sub>10</sub> (State), PM<sub>2.5</sub> (Federal and State), and lead (Federal). While the Project would not generate a measurable amount of lead, construction and operation of the proposed Project would generate PM<sub>10</sub>, PM<sub>2.5</sub>, and precursors of ozone (VOC and NO<sub>x</sub>). During construction, Project emissions have the potential to exceed the SCAQMD's mass daily threshold for NO<sub>x</sub> and LST screening threshold for PM<sub>2.5</sub> even with the implementation of all feasible mitigation measures. These exceedances are considerable contributions to significant cumulative air quality impacts. Therefore, the Project's cumulative air quality impacts are significant and cannot be mitigated to a less-than-significant level.

### **9.5 CULTURAL RESOURCES (CUMULATIVE IMPACTS ON ARCHAEOLOGICAL AND PALEONTOLOGICAL RESOURCES)**

Implementation of the Proposed Project could contribute to potential cumulative impacts on cultural resources. Many past, present, and foreseeable projects have affected, or will affect, tribal cultural resources throughout the region. This impact is cumulatively significant despite the federal, state, and local laws designed to protect such resources. These laws have led to the discovery, recordation, and preservation of resources; however, many more unique resources were destroyed in the period before preservation efforts began or are inadvertently destroyed during grading and excavation for construction. For these reasons, cumulative impacts on cultural resources in the region are significant.

Construction activities resulting from the Proposed Project would include grading and excavation in previously disturbed areas where undiscovered subsurface resources may exist. Mitigation Measures MM CUL-4 through MM CUL-7 address the potential for encountering undiscovered archaeological and paleontological resources. These measures require construction monitoring and construction and/or grading work to be halted upon the discovery of these resources to ensure their protection. Nevertheless, because past, present, and future projects would result in additional impacts on these resources, the Proposed Project's contribution to these significant impacts would be cumulatively considerable and unavoidable.

### **9.6 TRIBAL CULTURAL RESOURCES (CUMULATIVE IMPACTS)**

Implementation of the Proposed Project could contribute to potential cumulative impacts on tribal cultural resources, if any are present. Many past, present, and foreseeable projects have affected, or will affect, tribal cultural resources throughout the region. This impact is cumulatively significant despite the federal, state, and local laws designed to protect such resources. These laws have led to the discovery, recordation, and preservation of resources; however, many more unique resources were destroyed in the period before preservation efforts began or are inadvertently destroyed during grading and excavation for construction. For these reasons, cumulative impacts on tribal cultural resources in the region are significant.

Construction activities resulting from the Proposed Project would include grading and excavation in previously disturbed areas where undiscovered subsurface resources may exist. Mitigation Measures MM TCR-1 through MM TCR-3 address the potential for encountering undiscovered tribal

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## 9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

cultural resources. These measures require construction monitoring and construction and/or grading work to be halted upon the discovery of tribal cultural resources to ensure their protection. Nevertheless, because past, present, and future projects would result in additional impacts on these resources, the Proposed Project's contribution to these significant impacts would be cumulatively considerable and unavoidable.

### 9.7 PROJECT BENEFITS

The SMMUSD has balanced the Project's economic, legal, social, technological and other benefits against the Project's significant and unavoidable air quality, cultural resources, and tribal cultural resources impacts. The Board of Education finds that the Project's benefits outweigh the Project's significant unavoidable impacts, and those impacts, therefore, are considered acceptable in light of the Project's benefits. The Board of Education finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the Project notwithstanding the Project's significant unavoidable impacts. The Samohi Campus Plan would provide the following public benefits:

- The Project provides for needed educational, athletic, recreational, administrative, and arts and cultural facilities to serve the students of Samohi and the greater Santa Monica community.
- The Project provides Samohi students with state-of-the-art, efficient educational facilities that will maximize the students' learning potential.
- The Project provides for improved vehicular and pedestrian circulation, resulting in a safer and more efficient experience for students, faculty, and visitors.
- The project would provide for universal access for all students and faculty.
- The Project provides for energy efficiency and water conservation improvements that will assist the region and the State in meeting greenhouse gas reduction targets and will assist the City, region, and State in meeting water demands.

### 9.8 CONCLUSION

The goals of the SMMUSD are to provide the highest quality educational experiences for each of its students. The education will help them to become contributing members of society by carefully and deliberately building the knowledge, skills and values they will need to meet the challenges of a changing world.

The Board of Education, after balancing the specific economic, legal, social, technological, and other benefits of the Proposed Project, has determined that the unavoidable adverse environmental impacts identified may be considered "acceptable" due to the specific considerations listed above, which outweigh the unavoidable, adverse environmental impacts of the Proposed Project.

Accordingly, the Board of Education adopts this Statement of Overriding Considerations, recognizing that unavoidable significant air quality, cultural resources, and tribal cultural resources impacts will result from implementation of the Proposed Project. Having (i) adopted all feasible mitigation measures, (ii) rejected alternatives to the Proposed Project as discussed above, and (iii) recognized all unavoidable significant impacts, the Board of Education hereby finds that each of the separate benefits of the Project, as stated herein, is determined to be unto itself an overriding consideration, independent of other benefits, that warrants approval of the Project and outweighs and overrides the Project's unavoidable significant adverse environmental effects, and thereby justifies the approval of the Samohi Campus Plan Project.

## 9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

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