# Tiered Initial Study/Mitigated Negative Declaration to Final Environmental Impact Report SCH # 2007061092

# Campus Master Plan Update California State University, Long Beach

# Peterson Hall 1 Replacement Building Project

California State University, Long Beach

1250 Bellflower Boulevard

Long Beach, California 90840

**May 2022**

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# 1.0 INTRODUCTION

## 1.1 Project Title

California State University, Long Beach – Peterson Hall 1 Replacement Building Project

## 1.2 Lead Agency

The Board of Trustees of the California State University
401 Golden Shore
Long Beach, California 90802-4210

### Applicant

California State University, Long Beach
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Long Beach, California 90815
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## 1.3 Project Overview

This Initial Study/Mitigated Negative Declaration (IS/MND) analyzes the potential environmental impacts associated with the implementation of the Peterson Hall 1 Replacement Building Project (proposed project) on the California State University, Long Beach (CSULB) campus. The existing Peterson Hall 1 (PH1) building was proposed for demolition and replacement in the Campus Master Plan and Campus Master Plan Update EIR (State Clearinghouse #2007061092), certified by the CSU Board of Trustees in May 2008 (2008 EIR). CSULB now proposes to implement this project with modifications compared to its original description in the 2008 Campus Master Plan, necessitating the preparation of additional environmental analysis and documentation in conformance with the California Environmental Quality Act (CEQA) Guidelines. The proposed project's background and the legal basis for preparing an IS/MND are described below.

## 1.4 Background

Established in 1949, CSULB is one of the largest campuses in the CSU system. With 63 academic programs, CSULB enrolls approximately 33,034 full-time equivalent students or FTES (38,776 head count) as of Fall 2019. In 2017, CSULB received the most applications for admission of any campus in the CSU system and enrollment is expected to grow in the coming years. To accommodate the growth in student enrollment, the 2008 Campus Master Plan provided a framework for land use, open space, development, and circulation for the campus. The intent of the 2008 Campus Master Plan was to provide new infill development to accommodate for the projected growth by replacing existing aged, obsolete, and inefficient facilities. The proposed improvements include up to approximately 1.2 million square feet in new or replacement facilities. In addition, area plans on campus were identified for more detailed development, including the Student Services Addition, PH1 and Peterson Hall 2 (PH2) Replacement, the Liberal Arts Complex, Student Housing, and the Soccer Field and Sports Buildings. Many of these have been completed since the adoption of the Campus Master Plan.

The 2008 EIR was prepared as a Program EIR and analyzed the impacts associated with implementation of the 2008 Campus Master Plan. According to Section 15168(a) of the CEQA Guidelines, a Program EIR may be prepared for a series of actions that can be characterized as one large project. According to Section 15168(b) of the CEQA Guidelines, the advantages of a Program EIR are that it can: (1) provide for a more exhaustive consideration of effects and alternatives than would be practical in a CEQA document on an individual action; (2) ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis; (3) avoid duplicative reconsideration of basic policy considerations; (4) allow the lead agency to consider alternative and programmatic mitigation measures early in the planning process; and (5) allow for reduction in paperwork. Furthermore, Section 15168(d)(3) of the CEQA Guidelines states that a Program EIR can be used to simplify the task of preparing environmental documents on later activities in the program and focus an EIR on a later activity to permit discussion solely of new environmental effects which had not been considered before.

The 2008 EIR analyzed environmental impacts associated with the maximum growth that could occur on the campus with implementation of the 2008 Campus Master Plan. Specifically, the 2008 EIR analyzed impacts associated with the PH1 and PH2 Replacement project, which anticipated the demolition of PH1, PH2, and Faculty Office 5 (FO5), and in their place, construction of two new buildings totaling 150,500 gross square feet (GSF) in the same locations, as described in Section 1.5, below. Environmental impacts were evaluated in the 2008 EIR to the extent possible and at an appropriate level of detail given the level of project information available in the 2008 Campus Master Plan. Additionally, appropriate programmatic mitigation measures were developed to reduce the impacts of 2008 Campus Master Plan implementation to a less than significant level, where feasible.

## 1.5 Proposed Changes to the Project

Similar to the approved project, the current proposed project involves demolition of the existing PH1 building and temporary FO5 building as well as construction of a new building. In the time since the 2008 EIR, PH2 has undergone a renovation, which included a small addition, rather than the originally contemplated replacement of the PH2 building. As such, PH2 would remain in use and is not part of the current proposed project. The 2008 Campus Master Plan proposed two new buildings of approximately 88,000 GSF and 62,500 GSF to accommodate replacement lecture and laboratory space as well as approximately 170 faculty offices. Instead of constructing two new replacement buildings as contemplated in the 2008 EIR, the proposed project would construct one new 137,072-GSF, three-story building. The proposed building would include lecture and lab space as well as faculty offices, similar to the approved project. Temporary surge space to accommodate faculty offices and classroom space displaced by demolition of PH1 would be provided in modular buildings to be located elsewhere on campus.

In addition, the proposed project would include uses not originally contemplated in the 2008 EIR, including a public clinic to be operated in cooperation with a local Clinical Healthcare provider partner (clinical partner), under a teaching clinic model. Finally, the proposed project would require demolition of the Faculty Office 4 (FO4) temporary building to accommodate a surface parking lot to serve the clinic, which was not originally contemplated as part of the approved project.

The proposed project would incorporate sustainable design features that would be consistent with the current CSU sustainability policy, which was adopted in March 2022.[1] All applicable mitigation measures from the 2008 EIR would be applicable to the proposed project and, therefore, are incorporated by reference into this IS/MND.

## 1.6 CEQA Updates Since Certification of the 2008 EIR

The 2008 EIR was prepared pursuant to the current State CEQA Guidelines, Article 7, Sections 15086-15087, and the California Public Resources Code Section 21153. Since 2008, Appendix G, the Environmental Checklist Form, was updated to address the analysis and mitigation of greenhouse gas emissions (March 18, 2010) and include questions related to impacts to energy (December 28, 2018) and tribal cultural resources (September 27, 2016). On December 28, 2018, a comprehensive update to the State CEQA Guidelines became effective, which addressed legislative changes to the CEQA statute, clarified certain portions of the existing CEQA Guidelines, and updated the CEQA Guidelines to be consistent with recent court decisions, including but not limited to the incorporation of energy as new topic addressed by the CEQA Guidelines. As such, the thresholds and analyses contained in this IS/MND reflect the latest CEQA Guidelines.

## 1.7 Purpose, Scope, and Legal Authority

The lead agency has determined that project modifications or changed circumstances have occurred and/or new information has become available following the previous discretionary approval, and these changes trigger the need for additional environmental review. Therefore, preparation of an Initial Study is required, which would determine whether there is substantial evidence that a project may have a significant effect on the environment. If the Initial Study concludes that the project, with incorporation of mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise, the lead agency may adopt a Negative Declaration or Mitigated Negative Declaration.

This Initial Study has been prepared to tier from the analysis in the 2008 EIR. Pursuant to State CEQA Guidelines Section 15152(a), "'tiering' refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project." Further, as supported by State CEQA Guidelines 15152(d), the analysis should be limited to effects which: "(1) were not examined as significant effects on the environment in the prior EIR; or (2) are susceptible to substantial reduction or avoidance by the choice of specific revisions in the [project, by the imposition of conditions, or other means."

[1] California State University Sustainability Policy, adopted by the Board of Trustees, March 22-23, 2022; https://calstate.policystat.com/policy/11699668/latest/?showchanges=true

Based on the nature and scope of the proposed project and the evaluation included in the Initial Study environmental checklist (contained in Chapter 3 of this document), CSULB has concluded that a Tiered Mitigated Negative Declaration is the proper level of environmental documentation for the proposed project. The Initial Study shows that impacts caused by the proposed project are either less than significant or significant but mitigable to a less than significant level with the incorporation of appropriate mitigation measures from the 2008 EIR and as defined herein. This conclusion is supported by CEQA Guidelines Section 15070, which states that an MND can be prepared when:

> *(a) The initial study shows that there is not substantial evidence, in light of the whole record before the agency, that the project may have a significant effect on the environment, or*
>
> *(b) The initial study identifies potentially significant effects, but:*
>
> *(1) Revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed mitigated negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and*
>
> *(2) There is no substantial evidence, in light of the whole record before the agency, that the project as revised may have a significant effect on the environment.*

# 2.0 PROJECT DESCRIPTION

## 2.1 Project Location and Setting

The project site is located on the CSULB campus which is in the eastern part of the City of Long Beach, California. The City of Long Beach is surrounded by the cities of Paramount and Lakewood to the north; the Pacific Ocean to the south; the cities of Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, as well as the unincorporated Orange County community of Rossmoor, to the east; and the cities of Los Angeles, Carson, and Compton to the west, as shown in Figure 2-1. The CSULB campus encompasses 322 acres and is bounded by East Atherton Street on the north, East 7th Street on the south, Palo Verde Avenue on the east, and Bellflower Boulevard on the west, as shown in Figure 2-1. Primary vehicular access to the campus is via Earl Warren Drive and Merriam Way from East Atherton Street; State University Drive from Palo Verde Avenue; West Campus Drive and East Campus Drive from East 7th Street; and Beach Drive from Bellflower Boulevard. Interstate 405 runs east-west north of the campus and provides regional access to the campus via access ramps at Palo Verde Avenue and Bellflower Boulevard. State Route 22 provides direct access to East 7th Street just southeast of the campus. Interstate 605 terminates at Interstate 405 and State Route 22, approximately one mile east of campus.

The project site includes the existing PH1 building, FO4, FO5, and construction laydown and equipment storage areas, and is located in the southern portion of the campus, as shown on Figure 2-2. PH1 has a northwest/southeast orientation and is adjacent to the heavily-trafficked Friendship Walk and Central Quad. FO5 is located adjacent to and north of PH1. FO4 is located southeast of PH1 and is bound by surface parking lot E7 to the north, the Fine Arts 4 Building to the west, the Fine Arts 3 Building to the south, and surface parking lot G15 to the east. The project site is generally bound by the Shakarian Student Success Center building (formerly Peterson Hall 2) to the north, pedestrian pathways to west, the Fine Arts 3 and Fine Arts 4 buildings to the south, and surface parking lots E7 and G15 to the east. East Campus Drive is a two-lane north-south road that is located immediately east of parking lots E7 and G15 and provides vehicular access to the parking lot.

Additionally, three locations have been identified within the campus as potential areas for a construction laydown yard for the proposed project, as shown in Figure 2-2. The three locations are adjacent to the existing PH1, FO4, and FO5 buildings within parking lots E7 and G15 and a landscaped area, respectively. The proposed equipment storage area is located south of the primary project site area in parking lot E8.

## 2.2 Project Characteristics

The proposed project would construct a new 137,072-GSF, three-story building for the College of Health and Human Services (CHHS) to replace the existing PH1 building and the FO4 and FO5 temporary office buildings. The replacement facility would occupy the PH1 and FO5 building footprints. FO4 would become future net new surface parking. The new building would include faculty space, student collaboration space, teaching labs, research labs, administration space, and a clinic to be operated in cooperation with a local Clinical Healthcare provider.

The project will require and include the provision of up to 20,000 GSF of temporary surge space to house temporarily displaced faculty offices and classroom space in PH1 that cannot be relocated to other existing campus buildings during demolition of PH1 and new building construction. It is anticipated that this surge space will be provided by up to four new temporary

removed and the areas restored to their previous condition upon completion of project construction. Figure 2-2 shows the four anticipated locations for the modular surge space buildings (Surge Areas 1-4). Some adjustments to final locations may be necessary to accommodate existing landscaping, trees, and underground utilities. Figure 2-3 shows the conceptual site plan for the proposed new building and indicates the location of the primary building entrances.

**Peterson Hall 1**

Completed in 1959, PH1 is a three-story concrete frame building with two stories above ground and a partial basement for storage and utilities. The building was home to the College of Natural Sciences which used the building's teaching labs and office space for over 50 years. The College has since relocated to the nearby Molecular & Life Sciences (MLSC) Building and the Hall of Science (HSCI) (circa 2003). Since then, PH1 has been used as surge space during the transformation of the adjacent PH2 into the Student Success Center. A single-story steel-framed auditorium located on the south side of the main building was remodeled at the same time as the MLSC building construction (circa 2003). The two buildings are functionally connected, though the auditorium roof is higher than the main building floor line. Other than the auditorium remodel, PH1 has not had a major renovation since its occupancy in the early 1960s, and does not have the required size or building characteristics to meet the program needs of the CHHS. PH1 is listed on the CSU Seismic Deficiency "Priority 2" list,[2] and as such, has been determined to be seismically deficient by current standards. Additionally, the building does not meet Americans with Disabilities Act (ADA) accessibility standards or California Title 24 Energy compliance, and requires hazardous materials abatement for lead-based paint (LBP) and asbestos-containing materials (ACMs). The PH1 building is approximately 65,000 GSF.

**Faculty Office 4 and Faculty Office 5**

FO4 and FO5 are two-story buildings that were constructed in 1969 as faculty office space. Both buildings were designed to be temporary modular buildings and are of wood and steel modular construction. Due to the modular design and original intent as temporary buildings, seismic issues have been identified at these two buildings and they meet the criteria to be classified on the Priority List 2 for seismic deficiency. Additionally, the buildings do not meet ADA accessibility standards or California Title 24 Energy compliance, and requires abatement of LBP and ACMs. The FO4 building is approximately 11,500 GSF and the FO5 building is approximately 17,350 GSF.

[2] The Chancellor's Office maintains a Seismic Review Board, which reviews all buildings located on the 23 CSU campuses statewide. The buildings which have been found to have deficiencies in their ability to withstand seismic forces are placed in one of two categories: Priority List 1 and Priority List 2. The Priority List 2 identifies buildings that warrant special attention for seismic upgrade. By policy, Priority List 2 projects must be seismically retrofitted when any new construction work occurs on a listed facility.


Source: Esri, 2021.

0 1,500 3,000 Feet

CSULB Boundary
Project Site
County Boundary

**Figure 2-1**
**Regional Map**

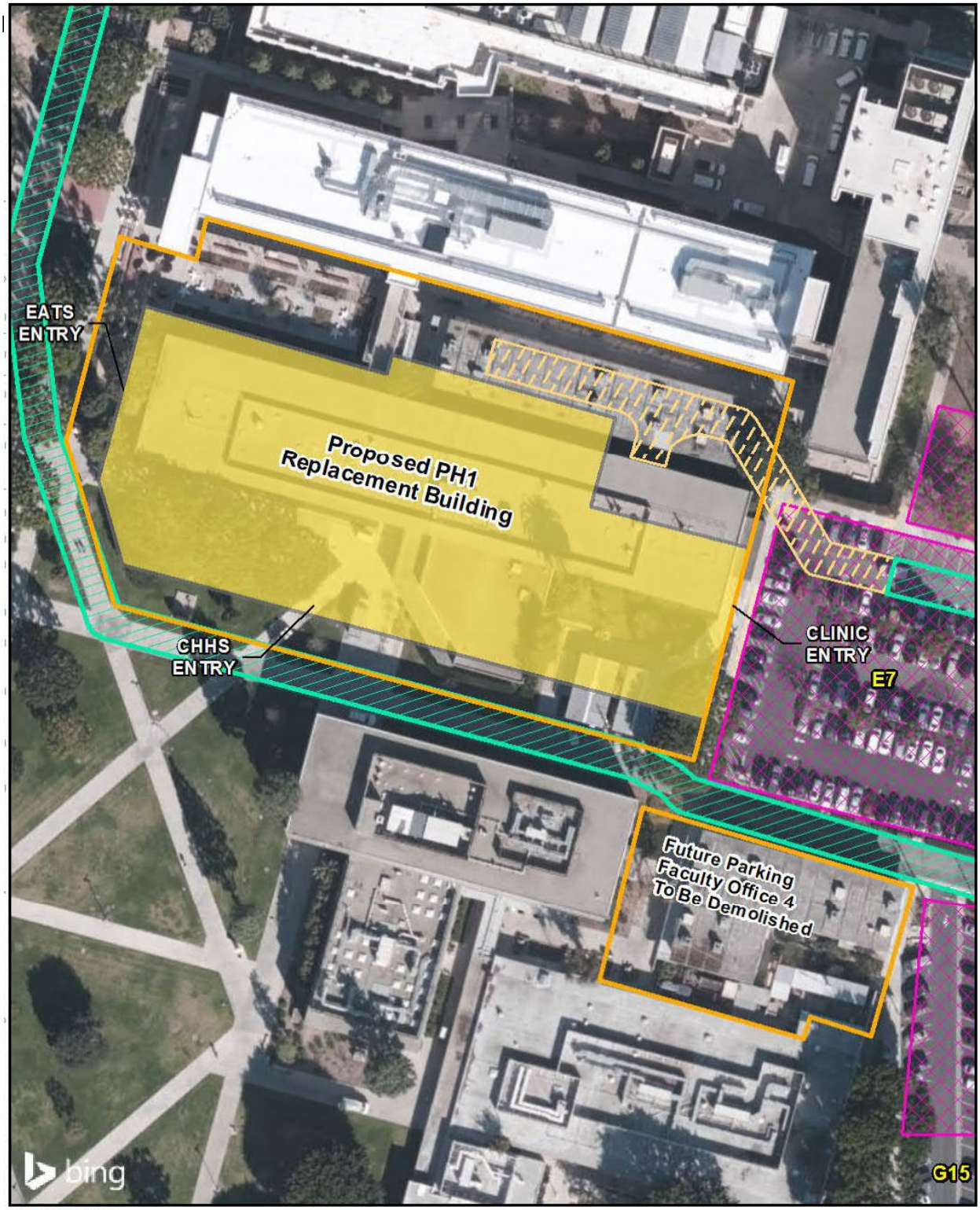

Source: bing, 2021.

0 400 800 Feet

CSULB Boundary
Project Site
Existing Building to be Demolished
Potential Temporary Surge Space Areas
Potential Construction Laydown Areas
Proposed Equipment Storage Area
Construction Worker Parking
E8 Parking Lot Identifier

**Figure 2-2**

**Project Location Map**




Source: bing, 2021.

0 50 100 Feet

Project Site
Proposed PH1 Replacement Building
Proposed Construction Laydown Area
Existing Fire Lane
Proposed New Fire Lane

**Figure 2-3**

**Conceptual Site Plan**

## 2.3 Project Purpose and Objectives

Since Master Plan approval in 2008, the College of Natural Sciences has relocated to another space on campus and the original science-related programmed uses of the PH1 building replacement contemplated in the 2008 Campus Master Plan are no longer necessary. PH1 has primarily served as surge space during the conversion of PH2 into the Student Success Center. The renovation of other under-utilized campus buildings is currently in process to accommodate the relocation of the remaining occupants and uses of PH1 prior to its demolition for this project.

As a result, the program intent and design for the PH1 replacement building have been refined to meet the campus's current needs and provide space and offices for the CHHS and faculty, including the operation of a clinic. In addition, spaces vacated by departments moving into the PH1 replacement building would provide faculty office space that would convert existing faculty office space from temporary to permanent. Thus, FO4, which is a temporary building and has been identified as seismically deficient by current standards, is proposed for demolition. The demolition of FO4 was not originally contemplated in the 2008 Campus Master Plan and EIR. Therefore, the proposed project would construct a new building for the CHHS to replace the existing PH1 with FO4 and FO5 temporary building occupants relocated to permanent spaces vacated by departments moving into the new PH1 replacement building.

The 2008 Campus Master Plan identified the need for reconstruction projects that would replace aged, obsolete, inefficient facilities to support the campus's Academic Plan that cannot be accommodated within the existing buildings. The proposed project would remain consistent with the major objectives of the 2008 Campus Master Plan, which include the following:

- Share in the need to accommodate the demand for higher education by students in California by providing the necessary facilities and improvements.
- Improve, update, and replace outdated, inefficient and obsolete facilities.
- Provide high quality services that enhance access and usability.
- Maintain and enhance campus open space, character, and the quality of the physical environment.

The proposed project is intended to support educational excellence by providing adequate facilities to support the growing demand for innovative instructional and research space and adaptable student resources. The underlying purpose of the proposed project is to achieve this by consolidating the CHHS, which is currently dispersed across the campus in eight buildings, into a single new three-story building that includes a public teaching clinic operated with a clinical partner to improve efficiency and allow for effective collaboration and sharing of college resources. The building design would create a collaborative culture among CHHS faculty, staff, students, and its community outreach clinics. The new teaching spaces and clinics would prepare students for the workforce by providing them with state-of-the-art equipment and techniques utilized in the industry today. The project's key objectives are as follows:

- Consolidate the CHHS from multiple locations across campus to allow for efficient operation.

- Arrange the college around four functional frames of Health and Wellness, Clinical Education, Government and Community, and Business and Industry to maximize utilization of shared resources.

- Prepare students for the workforce by providing them with clinical labs utilizing state of the art equipment.

- Address the faculty office deficit on campus.

- Create a collaborative culture among CHHS faculty, staff, students, and the community outreach clinics.

- Provide clinical skills spaces through operation of a public clinic in cooperation with a local clinical partner.

- Align with the values and strategic priorities of Beach 2030[3] strategic visioning process including development of interdisciplinary space, partnership-ready sites, sustainable application, and needs of future learning and working.

- Be consistent with campus-wide sustainability policies supporting the achievement of net zero/net-positive energy consumption goals.

- Ensure that the PH1 replacement building is consistent with the 2008 Master Plan's site and architectural guidelines.

- Retire/replace buildings with high deferred maintenance backlogs, accessibility issues, and hazardous material abatement needs.

**Project Alignment with the CSU Systemwide Priorities and Regional Priorities**

In July 2020, a CSU Capacity Study (study) was presented to the Board of Trustees, distributed to campus Presidents, and submitted to State legislators. The study evaluated the demand for a new CSU campus, and provided an overview of CSU systemwide enrollment demand and capacity assessments by geographic clusters. This Capacity Study will be used to help evaluate CSU systemwide priorities for capital development in future years. CSULB has reviewed the Capacity Study to determine how the proposed project may align with priorities enumerated in the study. A summary of this review is provided below:

- Consistent with CSULB master plan and supports capacity demand in the Los Angeles (LA) cluster
  - The study concluded that 2035 CSU enrollment demand does not justify the development of a new campus subject to the funding of construction of physical capacity identified in current CSU campus master plans. The LA cluster (which includes CSULB) was noted as one of three clusters where enrollment demand is expected to exceed capacity. Constructing the proposed project is consistent with the CSULB master plan and supports future enrollment demand by offering more interdisciplinary and accessible space on campus.

[3] https://www.csulb.edu/beach-2030

- Supports unmet demand for graduates in health care and social assistance, as well as accommodation and food service industries
  - The study projects unmet demand for graduates in a number of disciplines including health care workers. It also projects that healthcare and social assistance will be the second highest industry statewide by total jobs (after government), with accommodation and food service industries among the top four. Graduates of CHHS programs included in the proposed project will directly serve ALL of these disciplines and support a critical need in our state both locally and regionally.
- Supports regionally disadvantaged and lower income students
  - The study identifies how impaction/redirection disadvantages lower income students. CSULB is an impacted campus and the proposed project supports future enrollment demand to reduce redirection. The study further identifies that expansion of CSU campuses in high density/urban areas (such as CSULB) may be able to service a larger number of low income, and underrepresented minority students compared to development at new campus locations. This program will also develop research and workers within the social work industry focusing on low-income housing and disadvantaged populations. Various community partnerships and programs will be centered within the new building that will have a direct affect in this critical area of focus.
- Supports other regional priorities
  - The study identifies the LA cluster as having the highest number of high school graduates without a college degree (over 3.6 million). The proposed project will accommodate projected enrollment demand and availability of degrees for high school students in the LA cluster.
  - The study identifies the LA cluster as having an ideal climate zone for minimizing energy infrastructure. The proposed project will not only demolish three existing inefficient buildings and replace them with a new energy-efficient building, but will benefit from being in an ideal climate zone to minimize energy infrastructure needs for the new project.
- Campus-specific priorities
  - The study identifies “potentially underutilized areas” for capital development for each campus. For CSULB, the only areas identified on the CSULB campus are parking lots. Due to parking constraints, the proposed project supports campus development plans that rely on projects that replace and upgrade existing buildings.
- Interdisciplinary and flexible space types
  - The study identifies generational expectations driving changing academic expectations and comments on their misalignment with outdated CSU space standards and entitlements which points to the need for flexible spaces with challenging, hands-on, project-based learning. The proposed project proposes an interdisciplinary model with flexible and adaptable teaching spaces that support the changing academic expectations identified in the study. The proposed project can be a model for future building efficiency and interdisciplinary programs.

## 2.4 Project Components

### PH1 Replacement Building

The proposed project would construct a new 137,072 GSF, three-story building for the CHHS to replace the existing PH1 building and the FO4 and FO5 temporary office buildings. The replacement building would occupy the PH1 and FO5 building footprints (see Figure 2-3 for conceptual site plan). The FO4 building location would become future additional clinic parking. The replacement building would be a maximum of 45 feet in height above adjacent grade and would be designed in conformance with the architectural guidelines contained in the 2008 Campus Master Plan. Specifically, the replacement building would be sited within the parklike setting of the campus and designed with a simple modernist/midcentury modern form and a welcoming entrance that is integrated with the campus's open spaces. In addition, the replacement building would be ADA-accessible.

The replacement building would include faculty space, student collaboration space, teaching labs, research labs, administration space, and a clinic to be operated in cooperation with a local clinical partner. The clinic would be based on a "teaching-clinic model" and would be located on the first floor of the replacement building. Teaching labs within the building would be designed to be flexible and interdisciplinary across multiple college departments. The interdisciplinary approach combined with optimally sized spaces would allow the proposed project to target space optimization rates above the CSU guidelines. In addition, the proposed project would implement the CSULB office space standards of 90 assignable square feet for faculty offices, which would provide the equivalent of 134 new faculty offices, providing a 68 percent reduction in the campus wide faculty office deficit. The replacement building would be open to students during normal academic hours as well as evenings and weekends to support academic scheduling and student self-study needs.

Table 2-1 details the program for the replacement building, which includes faculty space, student and study space, teaching lab, research (practice and scholarly activities), administration, and storage space.

**Table 2-1:**
**Replacement Building Program and Assignable Square Feet**

| Program | Proposed Uses | Assignable Square Feet |
|---|---|---|
| Faculty & Staff Space | Department Offices & Workspace<br>Common Office Spaces<br>Conference Rooms<br>Meeting/Collaboration Space | 24,092 |
| Student & Study Space | Study Hall<br>Special Study | 3,258 |
| Teaching Labs & Other Instruction | Teaching Labs<br>Specialty Teaching Labs | 17,920 |
| Research: Practice | Clinic/Observation<br>Simulation Center | 23,804 |
| Research: Scholarly Activities | Core labs<br>Graduate Workspace<br>Research Centers | 13,370 |
| Administration | Dean's Office<br>Advising & Tutoring Centers<br>CHHS IT Group | 5,803 |
| Storage/Misc. | | 850 |

Source: CSULB, Peterson Hall 1 Replacement Facility Programming Report, July 2021, Page 7.

The replacement building would incorporate energy-efficiency, sustainability, water- and waste-efficiency, and resiliency features to target a Net Zero Energy (NZE) Rating and a Leadership in Energy and Environmental Design (LEED) Gold, or better, building rating. The building envelope would be configured to maximize daylighting and exterior views. Existing building-serving utilities, including storm drain, electrical, heating, cooling, water, and wastewater, would be removed and replaced to appropriately serve the new building.

Up to 82 landscape trees would be removed with the project to allow for construction. New landscaping would also be installed as part of the project. CSULB's "Campus Forest" initiative aims to replace trees on at least a one-for-one basis either within the project site or elsewhere on campus. It is anticipated for this project that the majority of trees would be replaced on or adjacent to the project site.

### Public Clinic

The proposed project includes a new clinic to be operated in cooperation with a local clinic partner. The clinic would operate Monday through Friday from 8:00 a.m. to 5:00 p.m., and would not have an urgent care component. It is anticipated that the clinic would generate approximately 564 daily trips, including 52 morning peak hour trips and 63 evening peak hour trips (refer to Appendix F, Vehicle Miles Traveled Assessment). During evenings and weekends, the clinic parking spaces would be used for other educational purposes.

**Public Clinic Scope and Benefits**

The proposed project will include a 15,000-GSF clinic space operated by the clinical partner in collaboration with the CSULB CHHS to deliver public clinical care and support clinical education. The proposed project program includes the following scope and features:

- General public clinical care with focus on three core programs: Geriatric Assessment Clinic Center, Sports Medicine Clinic Center, and Executive/Concierge Health Center.

- Clinical staff that will be assigned to perform both clinical practice and education duties and with staffing costs proportionately shared by the clinical partner and CSULB.

- Collaboratively developed suite of coordinated programs that address patient social determinants of health, support the educational needs of CHHS students, and that expand the public clinical practice program in areas including: dietary evaluation, nutrition counseling, exercise prescription, exercise testing, sport injury treatment and prevention, mental and behavioral health, and speech and language therapies.

- Carefully designed clinical space that functions to provide patients, clinicians, clinical educators, faculty and students a state-of-the-art facility to advance patient care and the preparation and training of health care professionals.

- Collaboratively designed clinical and clinical education research programs to improve patient access and quality of care and to strengthen and advance clinical education.

CSULB serves over 40,000 students, faculty, staff and visitors every day. The clinic will support the future academic success and vitality of the University as follows:

- Increased number student clinical placements will allow high impact clinical degree programs to increase the number of admitted students.

- The strengthened tie between clinical care and education deeply enriches all clinical and allied health degree programs and inspires mutually beneficial innovation in both education and patient care.

- Providing faculty workload that includes clinical practice supports their licensure requirements, enhances their ability to teach clinical concepts and skills, and pays them a salary that more closely approximates what they would be paid as a clinician, and thus mitigates long-standing challenges with clinical faculty recruitment.

- The collaboration will lead to high impact research findings that will have implications for immediate translation and uptake in clinical care and education practices.

**Public Clinic Community Benefits**

As well as providing the educational benefits listed above, the public clinic will also provide benefits to the local community by servings as a community hub to connect patients and their families to health and wellness resources and organizations in Long Beach. The clinic will be an ambassador to the campus and healthcare in Long Beach, and will support increased community access to the campus. It will advance care in the areas of gerontology, sports medicine, and executive/concierge health.

### Access and Parking

FO4 would be demolished and replaced with a surface parking lot that would provide approximately 45 new dedicated parking spaces for the clinic, which would be available for use by the campus outside of clinic hours. In addition, existing parking at parking lots E7 and G15 would be reconfigured to accommodate additional spaces. A new drop-off/loading zone would be designated to serve the clinic. New fire lanes and access lanes would be required, as well as a service area for delivery and waste hauling. The clinic and associated parking would be accessed by the public directly from East Campus Drive. An anticipated building loading dock would be accessed from East Campus Drive. The loading dock would be set back approximately 150 feet from East Campus Drive, separated from it by parking lot E7.

### Construction

Construction of the proposed project would last approximately 24 months and is currently anticipated to commence as early as March 2024 and be completed in March 2026. To minimize disruption to the current programs and maximize the use of limited available space at CSULB, the demolition of the existing PH1, FO4, and FO5 buildings would occur in phases. The demolition of PH1 and FO5 would occur first and would take approximately two months. After that, site preparation, grading, and trenching would take approximately two months each. The PH1 replacement building would be constructed after and would take approximately 13 months. Paving would occur after building construction and would take approximately 1.5 months, followed by architectural coating for the building, which would take approximately two months. FO4 would be demolished near the end of construction to limit the need to relocate occupants throughout the project construction duration.

The majority of construction activities are anticipated to occur during daytime hours, generally from 7:00 a.m. to 5:00 p.m., Monday through Friday. However, it is anticipated that some nighttime hours and weekends may be required in order to maintain the construction schedule and minimize road detours. All construction activities would comply with Section 8.80.202 of the Long Beach Municipal Code regarding construction noise. Approximately 50 construction workers are anticipated to be on-site daily on a regular basis, with a peak of approximately 100 construction workers during construction of the replacement building. Construction workers would park in one or more of the surface lots at the north end of the campus adjacent to E. Atherton Street between Earl Warren Drive and Palo Verde Avenue, or at the surface parking lot operated by the University Foundation east of the East Campus Drive/State University Drive intersection. Beginning and end of shift construction worker shuttle buses would be expected to operate between contractor parking locations (other than the University Foundation parking lot) and the project site in accordance with labor agreement provisions.

Temporary partial and full closures of East Campus Drive would only be required for construction equipment and material deliveries and similar activities. The temporary closures would occur as needed, during construction hours, or for an extended period for specific activities, such as utilities trenching. Vehicular traffic would reroute to another campus entry point, such as West Campus Drive, Beach Drive, Merriam Way, or State University Drive. Pedestrians would be detoured using interior campus pathways. A vehicular and pedestrian traffic management plan would be developed and approved prior to the start of construction.

The number of construction trips, including workers, vendors and deliveries, and haul trucks, would vary depending on the construction phase. The most intensive construction activity would take place during the building construction phase and would result in 200 worker round trips and 52 vendor truck round trips. The maximum daily haul truck trip activity would occur during the grading phase and would generate approximately 20 daily haul truck round trips. Equipment required for construction of the proposed project includes a saw, a dozer, tractors, loaders, backhoes, graders, an excavator, trenchers, a crane, a forklift, a generator set, welders, a cement and mortar mixer, a paver, paving equipment, a roller, and an air compressor. Approximately 4,000 cubic yards of excavated soil and 1,060 tons of demolition debris would be hauled off site during project construction. It is anticipated that Puente Hills Materials Recovery Facility, located at 2808 Workman Mill Road in Whittier, CA, would be utilized for the disposal of demolition debris, construction spoils, and construction waste after the implementation of required recycling of these materials. This recovery facility has the available landfill capacity to process 4,400 tons of waste per day. To reach the recovery facility, haul trucks would travel east from the project site on State Route 22 then north on Interstate 605, an approximately 21.6-mile one-way trip.

Three locations have been identified within the campus as potential sites for a construction laydown yard for the proposed project. The three locations are all adjacent to or a short distance from the project site, and a portion or all three of the locations may be used during construction of the proposed project. The construction laydown yard locations are within existing parking lots E7 and G15 and a landscaped area adjacent to the project site. If used as the construction laydown yard location, the parking lot or a portion of the lot would be fenced off and temporarily unavailable to park in. Access points to the campus would be maintained, and parking spaces would be restored following construction activities. In addition, a portion of parking lot E8, located in the southeast corner of campus, would be used for equipment storage. Construction of the proposed project would include implementation of standard best management practices, including a Storm Water Pollution Prevention Plan (SWPPP), and compliance with National Pollutant Discharge Elimination System (NPDES) requirements, as described in the 2008 EIR.

There are several proposed truck haul routes to the project site. Trucks would access the project site by traveling west along California State Route 22 from Interstate 605, until reaching East Campus Drive. At East Campus Drive, trucks would route north until reaching the entrance of parking lot E7. Trucks could also access the project site locally by traveling south along North Bellflower Boulevard, routing east on East Atherton Street, and south on Palo Verde Avenue until reaching the campus's entrance at State University Drive. There, trucks could route west along State University Drive which becomes East Campus Drive until reaching the entrance of parking lot E7.

## 2.5 Lead Agency and Discretionary Approvals

The Board of Trustees of the CSU is the lead agency under CEQA and would be responsible for approval of this IS/MND for the Peterson Hall 1 Replacement Building Project. Permits and other use authorizations that may be required from agencies or departments, but may not be limited to, the following:

**California State Fire Marshal**

- Plan Review (Fire and Life Safety)

**Division of the State Architect**

- ADA Accessibility Compliance

**CSU Office of Capital Planning, Design & Construction**

- Administrative Project Approvals by CSU Board of Trustees

**City of Long Beach**

- Long Beach Health Department (for clinic, on-site reclaimed water use, and building food services as applicable)

**CSULB**

- Building Code Plan Check
- Seismic Safety Structural Peer Review
- Capital Planning and/or Campus Planning Committee
- Campus Deputy Building Official
- Campus Departments – Environmental Health and Safety, Facilities Management, Disable Student Services, Information and Telecommunication Services

# 3.0 INITIAL STUDY CHECKLIST

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the Environmental Impacts discussion in Section 3. Environmental factors with a check mark below that would result in a potentially significant impact would be reduced to a level of less than significant with implementation of project mitigation measures identified in this Initial Study.

| | | | | | |
|---|---|---|---|---|---|
| | Aesthetics | | Agriculture Resources | | Air Quality |
| | Biological Resources | X | Cultural Resources | | Energy |
| X | Geology/Soils | | Greenhouse Gas Emissions | | Hazards & Hazardous Materials |
| | Hydrology/Water Quality | | Land Use/Planning | | Mineral Resources |
| X | Noise | | Population/Housing | | Public Services |
| | Recreation | X | Transportation | X | Tribal Cultural Resources |
| X | Utilities/Service Systems | | Wildfire | X | Mandatory Findings of Significance |

## DETERMINATION

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an environmental impact report is required.

I find that the proposed project may have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


5-25-2022

Signature Date

Martin Grant, Program Manager, Capital Construction
Design & Construction Services
California State University, Long Beach

**ENVIRONMENTAL CHECKLIST**

## 3.1 Aesthetics

| Except as provided in Public Resources Code Section 21099, would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect on a scenic vista? | | | | X |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | X |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | | | | X |
| d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area? | | | X | |

### Existing Setting

The City of Long Beach includes various scenic vistas and resources, including the Pacific Ocean, the Port of Long Beach, Alamitos Bay, Los Cerritos Wetland, and mountain ranges including the San Gabriel, Santa Ana, and San Bernardino mountains. Views from the project site are limited to the immediate surrounding development of the CSULB campus. The project site is not visible from off-campus locations, including the residential area to the east of the project site and East Campus Road are blocked by intervening landscaping and fencing.

There are no state designated highways in the City of Long Beach; the closest eligible state scenic highway is State Route 1, located approximately 0.5 miles south of the project site. The Mobility Element of the City of Long Beach General Plan also designates scenic routes; the closest scenic route within the City of Long Beach is Ocean Boulevard from Alamitos Boulevard to Bixby Park, which is located approximately 1.4 miles south of the project site.

Existing sources of light in the vicinity of the project site are primarily from surrounding campus buildings and lampposts in the parking lot to the east of the project site, along pedestrian

pathways, and along East Campus Drive. All campus lighting is shielded and directed down to provide necessary illumination levels and minimize light trespass.

**Discussion**

***a) Would the project have a substantial adverse effect on a scenic vista?***

**No Impact.** Scenic views or vistas are generally defined as panoramic public views of various natural features, including large water bodies, striking or unusual natural terrain, or unique urban or historic features. Public access to these views may be from park lands, private and publicly-owned sites, and public rights-of-way. The project site for the proposed replacement building is located within the boundaries of the CSULB campus, and is generally surrounded by campus buildings, pedestrian pathways, and surface parking lots. The nearest scenic vista at Channel View Park, approximately 0.6 miles southeast of the project site, is not visible from the project site. The proposed replacement building would be a maximum of 45 feet in height above adjacent grade, consistent with the nearby Microbiology building, and set back from East Campus Drive and the residential areas to the east. The proposed replacement building would not block scenic vistas from off-campus locations. Therefore, the proposed project would not have a substantial adverse effect on a scenic vista. No impact would occur.

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

**No Impact.** As described above, there are no designated state scenic highways near the project site, and the closest eligible state scenic highway is located approximately 0.5 miles away. Additionally, the closest locally designated scenic route is located approximately 1.4 miles south of the project site. Due to the distance of the state scenic highways and locally designated scenic corridors from the project site, the proposed project would not have the potential to damage scenic resources within a state scenic highway. Therefore, the proposed project would not substantially damage scenic resources. No impact would occur.

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

**No Impact.** The proposed PH1 replacement building and associated parking lot would be located in an urbanized area within the boundaries of the CSULB campus. While CSULB is located within the Long Beach city limits, it is an entity of the CSU, which is a constitutionally created state agency, and is therefore not subject to local government planning and land use plans, policies, or regulations. For this reason, the campus is not subject to local criteria or designations pertaining to scenic quality, if any. The proposed replacement building would be designed in conformance with the architectural guidelines contained in the 2008 Campus Master Plan. Therefore, the proposed project would not substantially degrade the existing visual character or quality of public views and would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

***d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?***

**Less Than Significant Impact.** The location of the proposed project components would be within the boundaries of the CSULB campus; the project site is generally surrounded by campus buildings, pedestrian pathways, and surface parking lots. Existing sources of light in the vicinity of the project site are primarily from surrounding campus buildings and lampposts in the parking lot to the east of the project site, along pedestrian pathways, and along East Campus Drive. The proposed replacement building would be a maximum of 45 feet in height above adjacent grade, which would be taller than the existing PH1 building. The proposed replacement building would represent a new source of nighttime illumination; however, the building would be set back from East Campus Drive and the residential areas to the east, similar to existing conditions, and neither building light sources nor building materials would generate levels of glare that would adversely affect off-site land uses. The proposed clinic would not include an urgent care component, and as such, there would be no emergency vehicle lights associated with the proposed project. Additionally, the proposed project would not block any daytime or nighttime views. As such, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Impacts would be less than significant.

## 3.2 Agricultural and Forestry Resources

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson act contract? | | | | X |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | | | | X |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | X |
| e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | | | | X |

### Existing Setting

The proposed PH1 replacement building and associated parking lot are located in an urbanized area within the boundaries of the CSULB campus. The Initial Study for the 2008 EIR determined that there are no designated farmland or agricultural uses within the campus. No agricultural or Williamson Act contracts exist within the campus or in the vicinity. Additionally, there are no forest or timberlands present on or adjacent to the campus, including the project site.

### Discussion

***a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland***

***Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

**No Impact.** The project site is not located within or near designated farmland or agricultural uses. Neither the project site nor the surrounding area is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the "Important Farmland in California" map prepared by the California Resources Agency pursuant to the Farmland Mapping and Monitoring Program. Therefore, the proposed project would not convert farmland to a non-agricultural use. No impact would occur.

***b) Would the project conflict with existing zoning for agricultural use, or a Williamson act contract?***

**No Impact.** The project site is currently zoned for Institutional uses. The County of Los Angeles does not offer Williamson Act contracts. Therefore, the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

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

**No Impact.** The project site is on the developed, urbanized CSULB campus, which is State-owned land, and is designated for development as a campus in accordance with the adopted 2008 Campus Master Plan. The project site is not located in an area zoned for forest land, timberland, or Timberland Production as defined in Public Resources Code Section 12220(g) and Government Code Section 4526. Therefore, the proposed project would not conflict with existing zoning for or cause a rezoning of forest land or timberland. No impact would occur.

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

**No Impact.** The project site is on the developed, urbanized CSULB campus, which is State-owned land, and is designated for development as a campus in accordance with the adopted 2008 Campus Master Plan. No portion of the project site is developed for forest land use or located adjacent to forest lands. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur

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

**No Impact.** The proposed PH1 replacement building and associated parking lot would be located within the boundaries of CSULB, the development of which is governed by the adopted 2008 Campus Master Plan. The project site is not located in an area zoned for Farmland or forest land. Therefore, the proposed project would not involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. No impact would occur.

## 3.3 Air Quality

| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | | | X | |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality? | | | X | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | | | X | |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | X | |

### Existing Setting

An Air Quality Assessment for the proposed project was conducted on May 18, 2022, and is included as Appendix A of this Draft IS/MND.

Air quality within the South Coast Air Basin (SCAB) region is characterized by concentrations of air pollutants measured at 37 monitoring stations located throughout the South Coast Air Quality Management District (SCAQMD) jurisdiction. The SCAB is divided geographically into 38 source receptors areas (SRAs), each of which contains an air quality monitoring station excluding SRA 7. The proposed project is located in SRA 4 (South Los Angeles County Coastal). Ambient concentrations of ozone ($O_3$), respirable particulate matter ten microns or less in diameter ($PM_{10}$) and fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) exceeded the associated National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) numerous times over the three-year period between 2018 and 2020. The data demonstrate the ongoing challenges that the region faces with regards to improving air quality and bringing the SCAB into attainment of the federal and state standards.

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The CARB has identified the following groups who are most likely to experience adverse health effects due to exposure to air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, land uses that constitute sensitive receptors include residences, schools, playgrounds, childcare centers,

athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The SCAQMD has established 500 meters or 1,640 feet, as the distance for assessing localized air quality impacts. Sensitive land uses within 500 meters of the project site include various facilities within CSULB (e.g., student housing and athletic facilities), the Veterans Administration Medical Center, Rancho Los Alamitos Historic Ranch and Gardens and single- and multi-family residences.

**Discussion**

***a) Would the project conflict with or obstruct implementation of the applicable air quality plan?***

**Less Than Significant Impact.** The following analysis addresses the consistency with applicable SCAQMD and Southern California Association of Governments (SCAG) policies, including the SCAQMD's 2016 Air Quality Management Plan (AQMP) and growth projections within the SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

**Construction**

Construction of the proposed project has the potential to create air quality impacts through the use of heavy-duty construction equipment and through vehicle trips by construction workers and haul trucks traveling to and from the project site. Fugitive dust emissions would primarily result from site preparation (e.g., demolition and grading) activities. Nitrogen oxide ($NO_X$) emissions would predominantly result from the use of construction equipment and haul truck trips. The assessment of construction air quality impacts considers all of these emissions sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. It is mandatory for all construction projects in the SCAB to comply with SCAQMD Rule 403 for Fugitive Dust. Rule 403 control requirements include measures to prevent the generation of visible dust plumes. Measures include, but are not limited to, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. Compliance with the provisions and best management practices propagated by Rule 403—such as the application of water as a dust suppressant to exposed stockpiles and disturbed ground surfaces—would reduce regional fugitive dust $PM_{10}$ and $PM_{2.5}$ emissions associated with construction activities by approximately 61 percent.

Table 3.3-1 shows the maximum unmitigated daily emissions for each activity, including emissions from sources located both on- and off-site. As stated above, the unmitigated emissions account for the provisions of SCAQMD Rule 403, which requires best management practice in fugitive dust control resulting in a 61 percent reduction from on-site fugitive dust sources including disturbed ground surface and material stockpiles. Maximum daily emissions of all air pollutants would remain below all applicable regional SCAQMD thresholds during construction of the proposed project. Impacts would be less than significant.

**Table 3.3-1:**
**Estimated Daily Construction Emissions**

| Phase | Daily Emissions (Pounds Per Day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Demolition On-Site Emissions | 1.5 | 14.3 | 13.5 | <0.1 | 0.9 | 0.7 |
| Demolition Off-Site Emissions | 0.5 | 10.1 | 5.9 | <0.1 | 2.4 | 0.7 |
| ***Total*** | ***2.0*** | ***24.4*** | ***19.4*** | ***<0.1*** | ***3.3*** | ***1.4*** |
| Site Preparation On-Site Emissions | 1.1 | 12.4 | 6.6 | <0.1 | 3.0 | 1.6 |
| Site Preparation Off-Site Emissions | 0.3 | 0.3 | 3.3 | <0.1 | 1.1 | 0.3 |
| ***Total*** | ***1.5*** | ***12.7*** | ***10.0*** | ***<0.1*** | ***4.1*** | ***1.9*** |
| Grading On-Site Emissions | 0.9 | 9.7 | 5.6 | <0.1 | 2.5 | 1.4 |
| Grading Off-Site Emissions | 0.4 | 2.7 | 3.7 | <0.1 | 1.5 | 0.4 |
| ***Total*** | ***1.3*** | ***12.4*** | ***9.3*** | ***<0.1*** | ***4.0*** | ***1.8*** |
| Trenching On-Site Emissions | 1.2 | 10.6 | 12.9 | <0.1 | 0.6 | 0.6 |
| Trenching Off-Site Emissions | 0.3 | 0.2 | 3.1 | <0.1 | 1.1 | 0.3 |
| ***Total*** | ***1.5*** | ***10.8*** | ***16.0*** | ***<0.1*** | ***1.8*** | ***0.9*** |
| Construction + Paving + Architectural Coating On-Site Emissions | 27.2 | 19.5 | 26.6 | <0.1 | 0.8 | 0.8 |
| Construction + Paving + Architectural Coating Off-Site Emissions | 3.2 | 7.8 | 31.8 | 0.1 | 11.8 | 3.2 |
| ***Total*** | ***30.5*** | ***27.3*** | ***58.4*** | ***0.2*** | ***12.7*** | ***4.0*** |
| Maximum Regional Daily Emissions | **30.5** | **27.3** | **58.4** | **0.2** | **12.7** | **4.0** |
| Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| **Exceed Regional Threshold?** | **No** | **No** | **No** | **No** | **No** | **No** |
| Maximum Localized Daily Emissions | -- | **19.5** | **26.6** | -- | **3.0** | **1.6** |
| Localized Significance Threshold | -- | 57 | 585 | -- | 4 | 3 |
| **Exceed Localized Threshold?** | **--** | **No** | **No** | **--** | **No** | **No** |

Note: Numbers may not add precisely due to rounding.
Source**:** TAHA, 2021

## Operation

The primary source of operational emissions associated with the proposed project would be vehicle trips associated with the clinic. The proposed project is estimated to generate 564 daily trips by clinic staff, clinic patients, CSULB students, and CSULB employees. Additional long-term area sources of emissions include landscaping equipment and natural gas combustion. Table 3.3-2 shows the emissions modeling completed using CalEEMod demonstrates that pollutant emissions would be less than one pound per day for operational activities. There is no potential for the proposed project to generate permanent pollutant emissions that would exceed SCAQMD thresholds. Impacts would be less than significant.

**Table 3.3-2:**
**Estimated Daily Operational Emissions**

| Source | Daily Emissions (Pounds Per Day) | | | | | |
|---|---|---|---|---|---|---|
| | VOC | $NO_X$ | CO | $SO_X$ | $PM_{10}$ | $PM_{2.5}$ |
| Mobile Sources | 1.4 | 1.4 | 12.9 | <0.1 | 3.0 | 0.8 |
| Area Sources | 3.1 | 0.7 | 0.6 | <0.1 | <0.1 | <0.1 |
| Maximum Regional Daily Emissions | 4.5 | 2.1 | 13.5 | <0.1 | 3.1 | 0.9 |
| Regional Significance Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Exceed Regional Threshold? | **No** | **No** | **No** | **No** | **No** | **No** |

Source: TAHA, 2021

The second consistency criterion requires that the proposed project not exceed the assumptions in the AQMP, thereby rendering the regional emissions inventory inaccurate. Implementation of the proposed project would not introduce new housing and related population to CSULB. It is not anticipated that the proposed project would generate new permanent CSULB employment as the proposed project intends to replace an existing building with an updated building to better accommodate existing services. The proposed project would not be considered a significant project by the SCAQMD as it would not affect growth projections incorporated into the ambient air quality standard attainment timelines. The proposed project would not have any potential to result in growth that would exceed the projections incorporated into the AQMP or the 2016–2040 RTP/SCS. Impacts would be less than significant.

***b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality?***

**Less Than Significant Impact.** The SCAB is currently designated nonattainment for $O_3$, $PM_{10}$, and $PM_{2.5}$ under the state standards and nonattainment for $O_3$ and $PM_{2.5}$ under the federal standards. Therefore, a project may result in a cumulatively considerable air quality impact under this criterion if daily emissions of ozone precursors (VOC and $NO_X$) or particulate matter ($PM_{10}$ and $PM_{2.5}$) exceed applicable air quality thresholds of significance established by the SCAQMD. The SCAQMD designed the significance thresholds to prevent projects from exceeding the ambient air quality standards and potentially resulting in air quality violations. The SCAQMD suggests that if any quantitative air quality significance threshold is exceeded by an individual project during construction activities or operation, that project is considered cumulatively considerable and would be required to implement effective and feasible mitigation measures to reduce air quality impacts.

Conversely, the SCAQMD propagates the guidance that if an individual project would not exceed the regional mass daily thresholds, then it is generally not considered to be cumulatively significant. This method of impact determination allows for the screening of individual projects that would not represent substantial new sources of emissions in the SCAB; it also serves to exclude smaller projects from the responsibility of identifying potentially concurrent new or proposed construction and operation emissions nearby since the incremental contribution to regional emissions is minor. As shown in Tables 3.3-1 and 3.3-2, implementation of the proposed project would not exceed any applicable SCAQMD regional mass daily thresholds during construction or operation. Therefore, the proposed project would

not generate cumulatively considerable emissions of ozone precursors or particulate matter. Impacts would be less than significant.

***c) Would the project expose sensitive receptors to substantial pollutant concentrations?***

**Less Than Significant Impact.**

**Construction**

The use of heavy-duty construction equipment and haul trucks during construction activities would release diesel PM to the atmosphere through exhaust emissions. Diesel PM is a known carcinogen, and extended exposure to elevated concentrations of diesel PM can increase excess cancer risks in individuals. However, carcinogenic risks are typically assessed over timescales of several years to decades, as the carcinogenic dose response is cumulative in nature. Short-term exposures to diesel PM would have to involve extremely high concentrations in order to exceed the SCAQMD air quality significance threshold of 10 excess cancers per million. Over the course of construction activities, average diesel PM emissions from on-site equipment would be approximately 0.44 pounds per day. It is unlikely that diesel PM concentrations would be of any public health concern during the 24-month construction period, and diesel PM emissions would cease upon completion of construction activities. Therefore, the proposed project would result in a less than significant impact related to construction toxic air contaminants emissions.

**Operation**

The SCAQMD recommends that a health risk assessment be conducted for substantial sources of diesel PM emissions (e.g., truck stops and distribution facilities). The proposed project is not one that would generate a substantial number of heavy-duty truck trips within the region, such as a distribution warehouse. It is anticipated that the proposed project would generate fewer truck trips than a typical commercial development and no other sources of operational air toxic emissions have been identified at the project site. Therefore, the proposed project would not result in an impact related to operational pollutants. Impacts would be less than significant.

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

**Less Than Significant Impact.**

**Construction**

Potential construction emissions other than the sources addressed above include LBP, ACMs, and odors. The existing buildings to be demolished contain LBP and ACMs. The proposed project would be implemented in compliance with SCAQMD Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities) and other pertinent regulations when working on structures containing LBP, ACMs, or other toxic materials. Mandatory compliance with these regulations governing the removal of asbestos, and other toxic materials during demolition would ensure a less than significant impact related to the removal of these materials during construction.

Potential sources that may produce objectionable odors during construction activities include equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site and would be temporary in nature and would not persist beyond the termination of construction activities. The proposed project would utilize standard construction techniques, and the odors would be typical of most construction sites and temporary in nature. In addition, as construction-related emissions dissipate away from the construction area, the odors associated with these emissions would also decrease and would be quickly diluted. The construction contractor will ensure that activities comply with SCAQMD Rules 401 (Visible Emissions) and 402 (Nuisance) to prevent the occurrence of public nuisances and visible dust plumes traveling off-site. Therefore, the proposed project would result in a less than significant impact related to construction odors and other nuisances.

**Operation**

Odors are the only potential operational emissions other than the sources addressed above. Land uses and industrial operations that are associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding, which are not included as the proposed project. In addition, the proposed project operations would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, the proposed project would result in a less than significant impact related to operational odors or other nuisances.

## 3.4 Biological Resources

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | X | |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | | | | X |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | | | | X |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | | | X | |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | | | X | |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | | | | X |

**Existing Setting**

As described in the Initial Study for the 2008 EIR, the campus is surrounded by and consists of urban development. The Initial Study for the 2008 EIR determined that no suitable habitat within the campus exists for native resident or migratory fish or wildlife species, and no sensitive species are known to live, visit, or forage on campus. The Initial Study for the 2008 EIR also determined that there are no wildlife corridors, riparian habitats, sensitive natural communities, or wetlands within campus. Furthermore, Initial Study for the 2008 EIR determined that the campus is not subject to any habitat conservation plan or local policies regarding biological resources.

The project site is located on the CSULB campus and is currently occupied by the existing PH1 building and FO4 and FO5 temporary office buildings. The potential construction laydown and equipment storage areas would be located within surface parking lots and a landscaped area. The potential surge space areas would be located within temporary trailers that would be located on maintained grass lawn areas. The project site, including construction laydown, equipment storage areas, and surge space areas, do not connect to any areas of natural open space. Vegetation within the project site is limited to a maintained grass lawn area and ornamental trees and shrubs.

Due to the lack of native, sensitive, and wetland habitats within the project site, special-status plant and animal species are not likely to occur on site. A search of the California Natural Diversity Database (CNDDB), California Native Plant Society (CNPS) rare plant inventory, and federal Information, Planning, and Consultation (IPaC) System was conducted on December 15, 2021, to determine whether special-status plants or wildlife species have been documented on campus. None of the special-status plant and wildlife species identified during the database review are expected to occur on site due to a lack of native habitats potentially suitable for such species. Additionally, the project site does not contain wetlands or other sensitive habitats under federal or state regulations.

**Discussion**

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

**Less Than Significant Impact.** As stated above, the CNDDB, CNPS, and IPaC databases were reviewed to identify known or potential occurrences of candidate, sensitive, and special-status species documented near the project site. Based on the search results, no special-status plant or wildlife species identified during the database review are expected to occur on the project site due to a lack of native habitats potentially suitable for such species.

During construction, the proposed project would require removal of up to 82 landscape trees. It is anticipated that the majority of trees would be replaced on at least one-for-one basis per CSULB's "Campus Forest" initiative on or adjacent to the project site. While no sensitive plants or wildlife would be impacted by vegetation removal activities, there is a potential for impact to occur to raptors or other nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) that could nest within these trees. However, it is not anticipated that any bird species would exist on-site except for as transients as habitats suitable to support the special-status wildlife species identified during the database searches are generally absent from the area. Additionally, by implementing best management practices specified in the CSULB Nesting

Bird Guidance document related to pre-construction surveys, avoidance buffers around active nests, and construction monitoring as needed, direct and indirect impacts to bird species are not anticipated. Impacts would be less than significant.

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

**No Impact.** The project site does not contain riparian habitats, other sensitive natural communities, or wetlands, and none of these habitats are located near the site. Therefore, the project would not impact riparian habitats, other sensitive natural communities, or federally or state-protected wetlands. No impact would occur.

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

**No Impact.** Wildlife corridors are pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, other natural obstacles, or manmade obstacles such as urbanization. As stated above, the project site is developed, is surrounded by other development, and does not connect areas of natural open space. The project site is not part of a wildlife movement corridor and would not impede the use of native wildlife nursery sites. No impact would occur.

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

**Less Than Significant Impact.** The proposed project construction may result in temporary impacts to wildlife species that may utilize the site. Potential impacts may include and would be limited to, noise, vibration, and dust associated with construction activities that may discourage wildlife utilization during construction. However, it is likely that wildlife would avoid the area during construction and easily avoid the disturbance. The wildlife species occurring within the vicinity of the proposed project are well-adapted to urbanized and disturbed areas, and the minimal effects of the proposed project would be offset by regional availability of alternative similar habitats. In addition, the proposed project site is not located within a migratory corridor and is not a nursery site. Therefore, 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 or impede the use of native wildlife nursery sites.

However, as discussed above, during construction, the proposed project would require removal of up to 82 landscape trees. It is anticipated that the majority of trees would be replaced on at least one-for-one basis per CSULB's "Campus Forest" initiative on or adjacent to the project site. While no sensitive plants or wildlife would be impacted by vegetation removal activities, there is a potential for impact to occur to raptors or other nesting birds protected under the federal MBTA that could nest within these trees. However, it is not anticipated that any bird species would exist on-site except for as transients as habitats suitable to support the special-status wildlife species identified during the database searches are generally absent from the area. Additionally, by implementing best management practices specified in the CSULB Nesting Bird Guidance document related to pre-construction surveys,

avoidance buffers around active nests, and construction monitoring as needed, direct and indirect impacts to bird species are not anticipated. Impacts would be less than significant.

***e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

**Less Than Significant Impact.** During construction, the proposed project would require removal of up to 82 landscape trees; however, new landscaping would be installed as part of the proposed project. The proposed project would comply with CSULB's "Campus Forest" initiative which aims to replace trees on at least a one-for-one basis either within the project site or elsewhere on campus. It is anticipated for this project that the majority of trees would be replaced on or adjacent to the project site. As such, the proposed project would not conflict with policies pertaining to the protection and preservation of biological resources. Impacts would be less than significant.

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

**No Impact.** The CSULB campus is not subject to any habitat conservation plan or local policies regarding biological resources. No impact would occur.

## 3.5 Cultural Resources

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5? | | X | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? | | X | | |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | | X | | |

### Existing Setting

The region surrounding CSULB has supported continuous human occupation for at least the last 8,000 years. Current evidence suggests that a relatively small population existed in the Los Angeles Basin until approximately 2,000 years before present. After that, populations appear to have expanded considerably into resource-rich coastal and near-shore estuarine environments. Reports from early Europeans indicated that hundreds of occupants inhabited some of the larger coastal villages.

Archaeological evidence suggests that for 3 millennia, mobile groups of hunter-gatherers established camping sites near freshwater sources on the CSULB campus. These sites were part of an extensive settlement pattern linked to the coastal plain of the lower San Gabriel River and to the relict Bouton Creek. The archaeological record suggests that Native Americans adapted to climate change and water shortages by moving their site locations. Prehistoric settlement at campus is patterned, not haphazard, and it is situated along a drainage system that traversed the northern campus. During the Intermediate Horizon or Middle Period, archaeological sites on western portions of campus were linked to a relict stream that flowed into Bouton Creek. Then, from approximately A.D. 900 to the early 18th century, Late Horizon or Late Period groups located their encampments along the banks of Bouton Creek.

In the Los Angeles/Long Beach area, prehistory ended with the arrival of the Spanish Portolá expedition of 1769. Records from this period indicate that the Los Angeles Basin and nearby valleys were the home of the Gabrielino, or Tongva, people.

An eligibility assessment of PH1 for listing in the National Register of Historic Places and/or the California Register of Historic Resources was conducted and the summarized findings and the Department of Parks and Recreation (DPR) 523 series form are included as Appendix B1 of this IS/MND. PH1 was constructed in 1959 as a classroom building for academic departments related to the natural and biological sciences. Originally known as the “Science Building Addition,” it was part of a single unit comprising three adjacent science-related classroom buildings: the original

Science Building (later Peterson Hall 2, now the Student Success Center), the Science Building Addition (now PH1), and the Science Hall Addition No. 3 (later Peterson Hall 3, since demolished). In 2019, a campus-wide historic resources survey was completed to identify resources of architectural, cultural, and historical significance on the CSULB campus. Given its 1959 construction date, PH1 was evaluated in the 2019 survey but was not found to be eligible for listing, either individually or as an element of a potential historic district.

Individual Eligibility

Although PH1 was built in 1959, when evaluated on its own merits, the building does not convey patterns of campus planning and development in a particular meaningful way. In addition, there is insufficient evidence demonstrating that the building was the site of a singular event that is shown to be significant to history. Thus, PH1 does not satisfy National/California Register Criterion A/1. PH1 has been used by generations of students, faculty, staff, and others since its original construction in 1959, which is not a quality that is unique to this particular building. There is insufficient evidence linking the productive life of a significant individual to PH1. Absent any such evidence, there is no basis to conclude that the building is associated with the lives of persons significant to the past. As such, PH1 does not satisfy National/California Register Criterion B/2. As a typical institutional building that lacks architectural distinction, it does not possess high artistic value, and there is nothing particularly notable about its type or method of construction for the period in which it was constructed. The California State Division of Architecture, the building's architect of record, is an agent of state bureaucracy that was charged with designing public buildings efficiently and is not considered to be a master architect. For these reasons, PH1 does not satisfy National/California Register Criterion C/3. As an archaeological assessment was not conducted, PH1 was not evaluated against National/California Register Criterion D/4.

Historic District Eligibility

Although PH1 is adjacent to the Upper Campus Historic District, it does not contribute to the district due to extensive alterations to its setting. The modifications that have been made to the science building complex have resulted in visual changes to the aesthetic character of this complex of buildings and have compromised the ability of this complex of buildings to maintain a historic or aesthetic relationship with other buildings within the Upper Campus Historic District, which are unified by their visual cohesion and shared sense of time and place. For this reason, PH1 does not contribute to the significance of the Upper Campus Historic District.

A Cultural Resources Technical Memorandum was prepared for the proposed project and is included as Appendix B2 of this IS/MND. The report included a records search of the California Historical Resources Information System (CHRIS) from the South Central Coastal Information Center conducted for the entire CSULB campus and within a 0.5-mile radius of the campus, a search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF), and an archaeological field survey of the project site. A total of 48 previous cultural resource studies, and 30 previously recorded cultural resources have been documented within 0.5 miles of the project site. Out of these, 24 are prehistoric, 4 are historic, and 2 are multicomponent sites. One resource, P-19-002616, is located within the project area, in a confidential location in the vicinity of Surge Area 3. None are within the existing building footprints for PH1 and the FO4 and FO5 temporary buildings or the proposed new building footprints; however, P-19-120048 is in the vicinity of FO4. There is a possibility that subsurface components overlap a portion of the project site. As stated above, an archaeological survey of the project site did not result in any finding of known or previously unknown resources.

**Discussion**

***a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?***

**Less Than Significant With Mitigation Incorporated.** As stated above, a 2019 campus-wide historic survey found that PH1, the building to be demolished under the proposed project, does not meet eligibility criteria for listing in the National Register of Historic Places and/or the California Register of Historical Resources. It is therefore not a historical resource for purposes of CEQA.[4] Although there are no built resources within the project site that could qualify as historical resources, the campus is the location of several archaeological sites that are known to be significant under CEQA, including the Puvunga Indian Village Sites Archaeological District (District), which was listed in the National Register in 197, and is therefore considered a historical resource under CEQA (PRC Section 5024.1[b], State CEQA Guidelines Section 15064.5). The District is located to the west, southwest, and south of the project site and is separated from the project site by campus and residential development. The proposed project would not have an impact on the District directly as there are no activities associated with the proposed project planned within the District, and there are no components or activities associated with the proposed project adjacent to the District that could have an indirect impact on the District.

There is one archaeological site recorded in the vicinity of Surge Area 3. Although surface cultural material was not observed during surveys, the presence of significant archaeological deposits is possible. Most prehistoric sites on campus have larger subsurface components as most of the surface is disturbed. For example, P-19-002616 has no surface component but is documented to contain significant deposits at 1.5-meters below ground surface (bgs), as such, there is still a possibility of undiscovered resources within the surge areas, PH1, FO4, or FO5. These deposits potentially could be archaeological resources that are considered historical resources under CEQA.

There is also the potential for subsurface archaeological materials to be encountered on the project site, particularly during ground disturbing activities associated with construction. Any archaeological resources encountered during project-related ground disturbing activities, including both prehistoric and historic-period resources, have the potential to qualify as historical resources under CEQA. As such, the proposed project has the potential to cause a substantial adverse change in the significance of a historical resource on the project site, as defined in Section 15064.5. Mitigation measures listed in Section 3.5 b) below are proposed to address potential impacts to archaeological resources or archaeological resources that are historical resources under CEQA. Therefore, with implementation of these mitigation measures, the proposed project's direct potential impacts on historical resources would be reduced to a less than significant level.

***b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?***

**Less Than Significant With Mitigation Incorporated.** A Cultural Resources Technical Memorandum (Appendix B2) was prepared in support of the IS/MND which made recommendations to reduce any potential impacts as a result of the proposed project. These

[4] The City of Long Beach administers a local designation program with its own set of criteria; however, as it is an entity of the State of California, CSULB is not subject to local land use controls.

recommendations are based on information collected from archival research, which examined records kept at the South Central Coastal Information Center (SCCIC), local cultural resource listings, historic maps, contemporary archaeological literature, local prehistoric land use patterns and resource availability, and the result of the field survey.

The results of the archival research and survey indicate there is a moderate to high potential for archaeological resources to be encountered during ground-disturbing activities for the proposed project. The entirety of the project site is either built, paved, or landscaped; however, this development is historic in age, or involves surficial treatment of the ground surface and may cap archaeological resources. Extensive prehistoric sites have been documented nearby throughout the campus. Although surface cultural material was not observed during surveys, the presence of significant archaeological deposits is possible. For example, P-19-002616 has no surface component but is documented to contain significant deposits at 1.5-meters bgs.

The campus is required to implement the already adopted mitigation measures contained in the Mitigation Monitoring and Reporting Program for the 2008 EIR, which are provided below. These mitigation measures require Native American and archaeological monitoring of project-related ground disturbing activities; training of project construction personnel prior to the commencement of construction regarding recognition and importance of cultural artifacts that may be encountered; work stoppage in the event that archaeological resources are encountered; and protocols to be followed in the event human remains are encountered. These mitigation measures have been modified slightly for the proposed project (as shown in strikethrough and underlined text). An additional mitigation measure (CR1) will be implemented and applies to Surge Area 3 and FO4 only, which will provide for protection of the known archaeological site within the project area (confidential location in the vicinity of Surge Area 3), and the confidential location of the archaeological site in the vicinity of FO4.

Archaeological Resources Mitigation Measures

1. All earth-moving construction activity will be monitored by a professional archaeologist and a Native American monitor. The archaeological monitor will conduct on-site cultural resources sensitivity training (crew education) as outlined below. ~~If~~ Should subsurface cultural materials be encountered ~~are uncovered~~, ~~construction~~ all work in the immediate vicinity will be halted and the emergency discovery procedures described below will be implemented.

2. Prior to the beginning of the ~~earth moving construction~~ ground disturbing activities ~~(including initial grading of vegetation removal)~~, the construction crew will be informed of the cultural resources values involved and of the regulatory protections afforded those resources. The crew will also be informed of procedures relating to the discovery of unanticipated cultural resources (as outlined below), and avoidance of such resources. The crew will be cautioned not to collect artifacts, and asked to inform a construction supervisor and the onsite archaeological monitor in the event that cultural remains are discovered during the course of construction. The onsite archaeological and Native American monitor will administer supplement briefing to all new construction personnel, prior to their commencement of earth moving construction activities.

3. In the event archaeological resources are ~~unearthed~~ encountered during excavation activities associated with the project, work will be stopped immediately, and the discovery will be evaluated by a qualified archeologist, pursuant to the procedures set forth at CEQA Guidelines Section 15064.5.

4. In an event that a previously unknown archaeological resource is discovered and disturbance to such a resource cannot be avoided, a Phase-III, or "data recovery," phase of investigation will be required, pursuant to CEQA Guidelines Section 15064.5. The Phase-III study will generally consist of a limited scale program of archaeological excavation, radiocarbon dating of organic materials – such as shell midden and faunal remains, laboratory analysis, and report writing designed to assess the importance of the resource in question. Any resources recovered will be properly curated, as appropriate.

5. If human skeletal remains are found at the project site during earth moving activities such as grading or trenching, work will be suspended and the Los Angeles County Coroner's Office will be notified. Standard guidelines set by California law provides for the treatment of skeletal material of Native American origin (California Public Resources Code, Sections 5097.98 et seq.; Health and Safety Code, Section 7050.5 and others). Procedures to be employed in the treatment of human remains are found in, "A Professional Guide for the Preservation and Protection of Native American Remains and Associated Grave Goods." Published by the California Native American Heritage Commission.

CR1. The following measure provides a protocol to be followed in the event of an unanticipated find and ensure controlled grading for Surge Area 3 and FO4, specifically:

Surge Area 3: Should a temporary surge building be placed within Surge Area 3, ground disturbance to prepare the site for the structure will be kept to less than 6-inch in depth. During surface preparation, the qualified archaeological monitor will oversee the work and will set the pace of controlled grading based on their observations. Should any evidence of intact site material be encountered, Mitigation Measures 3 and 4 will apply. After surface preparation is complete and before the surge building is placed, the area will be covered with a textile geocloth to delineate to provide additional protection to the site.

FO4: Although P-19-120048 is mapped in the vicinity of the FO4 location, the current development was in place at the time the area was surveyed and site may be obscured below the current development. During surface preparation the qualified archaeological monitor will oversee the work and will set the pace of controlled grading based on their observations. Should any evidence of intact site material be encountered, Mitigation Measures 3 and 4 will apply.

With adherence to the applicable mitigation measures described in the 2008 EIR and the new project specific mitigation measure (CR1), impacts of the proposed project on archaeological resources would be less than significant.

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

**Less Than Significant With Mitigation Incorporated.** Human remains and partial burials have been found within the CSULB campus and within archaeological sites in the campus vicinity. However, there are no known sites or burials in the immediate vicinity of the project site. Although portion of the project site have been heavily disturbed, it is possible that human burials exist on the project site. In the event that construction activities were to unearth previously unidentified human remains, implementation of the 2008 EIR mitigation measure (Mitigation Measure 5) would be required. With adherence to the applicable mitigation measure described in the 2008 EIR, impacts of the proposed project on human remains would be less than significant.

## 3.6 Energy

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | | | X | |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | | | X | |

### Existing Setting

An Energy Assessment for the proposed project was conducted on May 18, 2022, and is included as Appendix C of this IS/MND.

Electricity

Electricity in the project area is provided by the Southern California Edison (SCE), which serves approximately 180 cities in 15 counties across Central and Southern California. SCE's energy portfolio is made up of approximately 33 percent unspecified sources of power (electricity from transactions that are not traceable to specific generation sources), 35 percent renewables (wind, solar, eligible hydroelectric, and geothermal), 16 percent natural gas, 8 percent large hydroelectric, and 8 percent nuclear.[5]

Natural Gas

Natural gas is currently provided to the project site and campus by the Southern California Gas Company (SoCalGas). According to the 2021 Supplemental California Gas Report, SoCalGas provided an average of 2,468 million metric cubic feet (MMcf) to its service area per day in 2020.[6] According to the 2020 California Gas report, SoCalGas anticipates total gas demand to decline at an annual rate of 1 percent from 2020 to 2035. This decline in throughput demand can be attributed to modest economic growth, California Public Utilities Commission (CPUC) energy efficiency standards mandates and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure.[7]

[5] Southern California Edison, *2019 Power Content Label*, October, 2020.
[6] California Gas and Electric Utilities, 2021 Supplemental California Gas Report, 2021.
[7] California Gas and Electric Utilities, 2020 California Gas Report, 2020.

Petroleum

In 2020, California produced approximately 143,114 thousand barrels of crude oil.[8] In California, approximately 11.2 billion gallons of gasoline and 1.6 billion gallons of diesel, including off-road diesel, were sold and consumed in 2020. Approximately 97 percent of all gasoline consumed in California is utilized by light-duty cars, pickup trucks, and sport utility vehicles. Nearly all heavy-duty trucks, delivery vehicles, buses, trains, ships, boats and barges, farm, construction, and heavy-duty military vehicles have diesel engines.

**Discussion**

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

**Less Than Significant Impact.**

Electricity

**Construction**

Construction of the proposed project would require electricity for lighting, construction trailers, and operation of electrically powered hands tools. Electricity to the site would be provided by SCE and it is likely that most electrically powered equipment would connect to the grid. Consumption of electricity for construction would be minimal and would cease after completion of the proposed project. Electricity use would be minimized to the extent feasible through incorporation of sustainability features and best management practices. Therefore, construction of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of electricity.

**Operation**

Electricity consumption during operation of the proposed project would be primarily related to lighting, heating and cooling of the building. The existing PH1 and FO4 and FO5 temporary buildings do not comply with Title 24, Part 6, of the California Code of Regulations. The replacement building would incorporate energy-efficiency, sustainability, water- and waste efficiency, and resiliency features to achieve an NZE Rating and LEED Gold, or better, building rating. The NZE Rating ensures that there would be no potential for an energy impact. In addition, in accordance with the CSU and campus energy and sustainability goals and polices, it is the University's goal for the proposed project to be NZE building with an annual delivered energy that is greater than or equal to the combination of on-site and campus-wide renewable energy. The expectation is to achieve these goals by designing an efficient building focused on load reductions, efficient systems, regeneration/reuse and renewable systems. In order to achieve an NZE goal, the energy use intensity (EUI) target range would be between 35-45 kBTU/SF. This EUI target allows most low-rise projects to accommodate on-site photovoltaics (PV) on the roof. Note that the existing 4.8 MW solar installation in parking lots G6-G8 may be used for the proposed project to offset building energy use. The extent of such use would be determined during design to optimize the size of building PV systems in conjunction with the use of existing campus PV arrays to best-meet the zero-net energy

[8] U.S. Energy Information Administration, *California State Energy Profile*, November 18, 2021.

project intent and goals. In summary, the proposed project would operate with energy efficiencies and would not result in permanent wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, operation of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of electricity.

Natural Gas

**Construction**

Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. Natural gas that would be consumed during construction would be negligible and would not result in a significant drain on natural gas resources. Therefore, construction of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of natural gas.

**Operation**

In accordance with the CSU and campus carbon reduction goals and policies, it is the University's goal for the proposed project to minimize the use of natural gas during operation though the use of electrification technologies for space heating, cooling, and domestic water heating. The extent of natural gas usage would be determined during design.

A central plant capacity study is currently ongoing to analyze the existing central plant distribution system to ensure adequate capacity for the new building. The central plant would potentially supply hot water and chilled water for building heating and cooling. The central plant uses electric chillers to generate chilled water and natural gas fired boilers to general hot water. It is anticipated that future upgrades to the central plant would include transition from natural gas to electricity for hot water generation. Due to potential central plant capacity issues, and to accommodate after-hours requirements for the new building operations, the proposed project would study options for central plant supplied heating and cooling, satellite central plant at the new building, and building based electric variable refrigerant flow systems (or similar building-based systems) for building space heating and cooling during design.

The intent of the satellite plant option is to support the building during peak University heating and cooling periods and after hour conditions, but also allow for tie-in to the existing central plant infrastructure. This tie-in option would be a source of primary cooling and heating during low load campus wide conditions. However, if it is deemed due to analysis of existing infrastructure impact of the new building on the existing distribution system and the central plant can provide after hour operation with minimal impacts, then the satellite plant would be not necessary.

Natural gas consumption during operation of the proposed project would be primarily related to water heating and space heating of the building should they not be provided by electrification technology. Additionally, minor anticipated natural gas usage is anticipated in building laboratories. Annual natural gas consumption is anticipated to be no more than 2,461.8 million British thermal units (MMBTU) per year. The natural gas use is consistent with other small infill projects and not a significant use of natural gas. The proposed project includes sustainable design features to meet and/or exceed energy goals, including exceeding Title 24 energy requirements. Therefore, operation of the proposed project would

result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of natural gas.

Petroleum

**Construction**

Petroleum would be consumed during the demolition, excavation, and construction phases of the proposed project by heavy-duty equipment, which is usually diesel powered. Construction of the proposed project would result in the consumption of gasoline and diesel fuels by haul trucks, deliveries, and construction worker commute trips. Table 3.6-1 shows that a one-time expenditure of approximately 85,727.4 gallons of diesel fuel and 117,266.2 gallons of gasoline would be needed to construct the proposed project. Petroleum consumption during construction would be typical of urban infill projects and not excessive.

The proposed project would use best practices to eliminate the potential for the wasteful consumption of petroleum. Exported materials (e.g., demolition debris and soil hauling) would be disposed of at the Puente Hills Materials Recovery Facility located at 2808 Workman Mill Road in Whittier, CA; haul trucks would travel east on State Route 22 then north on Interstate 605 to reach this destination from the project site. The proposed project would be required to comply with CARB's Airborne Toxics Control Measure, which restricts heavy-duty diesel vehicle idling time to five minutes. Therefore, because petroleum use would be minimized to the extent feasible and represents a relatively small amount of fuel consumption, construction of the proposed project would result in a less than significant impact related to wasteful, inefficient, or unnecessary consumption of petroleum.

**Table 3.6-1:**
**Construction Petroleum Demand**

| Source | $CO_2$ (Metric Tons) | kg/$CO_2$/Gallon | Gallons |
|---|---|---|---|
| **Diesel** | | | |
| Equipment | 484.3 | 10.21 | 47,432.1 |
| Trucks | 391.0 | 10.21 | 38,295.3 |
| | | ***Total Diesel Consumption*** | ***85,727.4*** |
| **Gasoline** | | | |
| Worker Vehicles | 1,029.6 | 8.78 | 117,266.2 |

Source: The Climate Registry, 2018; TAHA, 2021

**Operation**

Petroleum consumption during operation of the proposed project would be related to vehicle trips. The proposed project is estimated to generate approximately 564 daily trips from the new clinic. The clinic would support the future academic success and vitality of the CSULB by:

- Increasing the number of student clinical placements allowing high impact clinical degree programs to increase the number of admitted students.

- Strengthening the tie between clinical care and education that deeply enriches all clinical and allied health degree programs and inspires mutually beneficial innovation in both education and patient care.

- Providing faculty workload that includes clinical practice that supports their licensure requirements, enhances their ability to teach clinical concepts and skills, and pays them a salary that more closely approximates what they would be paid as a clinician and thus, mitigates long-standing challenges with clinical faculty recruitment.

- Allowing collaboration that will lead to high impact research findings that will have implications for immediate translation and uptake in clinical care and education practices.

As such, the gasoline use associated with the clinic operations is not considered a wasteful, inefficient, or unnecessary consumption of petroleum in consideration of the community and CSULB benefits provided by the clinic. Therefore, operation of the proposed project would result in a less than significant impact related to consumption of petroleum.

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

**Less Than Significant Impact.** As previously stated, due to their age the existing PH1 and FO4 and FO5 temporary buildings are inefficient and use outdated lighting, heating, and cooling technologies that do not comply with current energy use and efficiency requirements of Title 24, Part 6, of the California Code of Regulations. The replacement building would incorporate energy-efficiency, sustainability, water- and waste-efficiency, and resiliency features to achieve an NZE Rating and a LEED Gold, or better, building rating. The building envelope would be configured to maximize daylighting and exterior views. Existing building-serving utilities, including storm drain, electrical, heating, cooling, water, and wastewater, would be removed and replaced to appropriately serve the new building. Thus, the proposed project would exceed Title 24, Part 6, of the California Code of Regulations in accordance with CSULB sustainability plans.

The CSU sustainability[9] and energy[10] policies apply sustainable principles across all areas of university operations, including facility sustainability improvements, energy and water efficiency retrofits, and incorporation of green building practices into new facility design. In accordance with the CSU and campus energy and sustainability goals and polices, it is the University's goal for the proposed project to be NZE building with an annual delivered energy that is greater than or equal to the combination of on-site and campus wide renewable energy. The expectation is to achieve these goals by designing an efficient building focused on load reductions, efficient systems, regeneration/reuse and renewable systems. In order to achieve an NZE goal, the EUI target range would be between 35-45 kBTU/SF. This EUI target allows most low-rise projects to accommodate on-site PV on the roof. Note that the existing 4.8 MW solar installation in parking lots G6-G8 may be used for the proposed project to offset building energy use. The extent of such use would be determined during design to optimize the size of building PV systems in conjunction with the use of existing campus PV arrays to best-meet the zero-net energy project intent and goals. Additional sustainability features include waste recycling, ultra-low flow/low-flush fixtures, and energy efficient mechanical systems and lighting systems. Each of these features contributes to increased energy efficiency and ensure that the proposed project would not conflict with or obstruct adopted campus and CSU energy

[9] California State University Sustainability Policy, adopted by the Board of Trustees, March 22-23, 2022; https://calstate.policystat.com/policy/11699668/latest/?showchanges=true

[10] CSU Policy Statement on Energy Conservation, Sustainable Building Practices, and Physical Plant Management for the California State University, EO 987; https://calstate.policystat.com/policy/6589455/latest/

plans or state policies or regulations. The proposed project would incorporate sustainable design features that would be consistent with the current CSU sustainability policy, which was adopted in March 2022. Therefore, the proposed project would result in a less than significant impact related to energy plans.

## 3.7 Geology and Soils

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to California Geological Survey Special Publication 42. | | | | X |
| ii) Strong seismic ground shaking? | | | X | |
| iii) Seismic-related ground failure, including liquefaction? | | | X | |
| iv) Landslides? | | | | X |
| b) Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill? | | | X | |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | | | X | |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | | | | X |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | | | | X |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | X | | |

**Existing Setting**

The Initial Study for the 2008 EIR determined that no impacts related to landslides, unstable soils, or alternative wastewater disposal systems would occur as no part of the campus is subject to landslides, on-site soils are not known to be unstable, and the campus is served by sewers - no septic tanks or alternative wastewater disposal systems exist or would be required for the development of future projects. The Initial Study concluded that facilities and improvements constructed pursuant to mandatory applicable regulations and standard University procedures designed to ensure the required level of geotechnical and seismic safety, including a site-specific geotechnical investigation, the use of identified specific engineering methods and design specifications, and a review and approval process for facility plans for compliance with seismic safety requirements, would ensure that no significant impact to geology and soils would occur.

The nearest fault to the project site is the Reservoir Hill Fault, approximately 0.7 miles to the southwest within the Newport-Inglewood-Rose Canyon Fault Zone. The project site is mapped as Qol, which are older lacustrine, playa, and estuarine deposits that are moderate to well-consolidated deposits. Some proposed surge spaces are also mapped as Qol, while some located in the northeastern portion of the campus are mapped as Qyf, which are young alluvial fan deposits. The western portion of the project site, where the replacement building, parking, construction laydown, and some surge spaces would be located, is not mapped within a liquefaction zone; however, the eastern portion of the site, where some proposed surge spaces would be located, is mapped within a liquefaction zone.

**Discussion**

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

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

**No Impact.** The site is not located within an Alquist-Priolo Earthquake Fault Zone; therefore, the project site would not be subject to earthquake fault rupture. No impact would occur.

***ii) Strong seismic ground shaking?***

**Less Than Significant Impact.** The proposed project would involve construction of a new three-story building to replace the existing PH1 building and FO4 and FO5 temporary faculty office buildings. The project site is located in a seismically active region. The nearest fault to the project site is the Reservoir Hill Fault, approximately 0.7 miles to the southwest within the Newport-Inglewood-Rose Canyon Fault Zone. The project would comply with seismic design parameters developed in accordance with the University Seismic Requirements and would be subject to Seismic Safety Structural Peer Review as a condition of project approval. All mandatory applicable regulations and standard University procedures designed to ensure the required level of geotechnical and seismic safety, including a site-specific geotechnical investigation, the use of identified specific engineering methods and design specifications, and a review and approval process for facility plans for compliance with seismic safety

requirements, as required by the 2008 EIR, would be adhered to. Impacts would be less than significant.

***iii) Seismic-related ground failure, including liquefaction?***

**Less Than Significant Impact.** As described above, a portion of the project site is located in a mapped liquefaction zone. However, the proposed project would be constructed pursuant to the 2008 Campus Master Plan and would comply with all applicable regulations and standard University procedures designed to ensure the required level of geotechnical and seismic safety. These include site-specific geotechnical investigation, the use of identified specific engineering methods and design specifications, and a review and approval process for facility plans for compliance with seismic safety requirements. Mandatory compliance with these existing regulations, requirements, and procedure would ensure that no significant impact would result. Impacts would be less than significant.

***iv) Landslides?***

**No Impact.** The project site is located within a relatively flat area of the campus and is not located within a mapped landslide zone. No impact would occur.

***b) Would the project result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?***

**Less Than Significant Impact.** Soils on campus are not known to be unstable. Site preparation and construction activities associated with the proposed project would disturb soil and increase its susceptibility to erosion. However, construction contractors would be required to conform to all legal requirements for avoiding erosion and sedimentation to protect water quality; on-site structural or treatment control best management practices will be included pursuant to the Los Angeles County Standard Urban Stormwater Mitigation Plan (SUSMP). During construction, the proposed project would be required to implement a SWPPP in compliance with NPDES requirements for construction sites that are one acre or more. Project operation would maintain impermeable paved areas and buildings similar to existing conditions. Impacts would be less than significant.

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

**Less Than Significant Impact.** As discussed in Section 3.7(a) and Section 3.7(b), portions of the project site are within a liquefaction zone; however, the project site is located within a relatively flat area of the campus and is not located within a mapped landslide zone and is not underlain by unstable soil. In compliance with the 2008 Campus Master Plan, the proposed project would adhere to all applicable regulations and standard University procedures designed to ensure the required level of geotechnical and seismic safety. Impacts would be less than significant.

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

**No Impact.** The project site is underlain by Qol and Qyf deposits which are not characteristic clay-like soils that are susceptible to expansion. No impact would occur.

***e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?***

**No Impact.** The proposed project would not require the use of septic tanks or alternative wastewater disposal systems. Existing building-serving utilities, including storm drain, electrical, heating, cooling, water, and wastewater, would be removed and replaced to appropriately serve the new building. No impact would occur.

***f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

**Less Than Significant Impact with Mitigation Incorporated.** The 2008 EIR determined that paleontological resources have not been identified on the CSULB campus. The results of archival research and a field survey conducted for the project site indicate that the entirety of the project site is either built, paved, or landscaped. Most prehistoric sites on campus have larger subsurface components as most of the surface is disturbed. As described above, the project site is underlain by Qol and Qyf deposits, which are unlikely to contain significant vertebrate fossils, at least in the uppermost layers. Regardless, extensive prehistoric sites have been documented nearby and there is still a possibility of undiscovered resources within the surge areas, PH1, FO4, or FO5. As such, the 2008 EIR includes a mitigation measure requiring suspension of work in the vicinity of any inadvertent discoveries of paleontological resources; this mitigation measure is applicable to the proposed project.

Archaeological Resources Mitigation Measure

6. Paleontological resources have not been identified on the CSULB Campus; however, if fossilized shells, plants or bones are discovered during construction of an individual project, work shall be suspended in the immediate vicinity of the finds, and the potential significance of the resources shall be evaluated by a qualified specialist.

With adherence to the applicable mitigation measure described in the 2008 EIR, impacts of the proposed project on paleontological resources would be less than significant.

## 3.8 Greenhouse Gas Emissions

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | | | X | |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | | | | X |

### Existing Setting

A Greenhouse Gas (GHG) Emissions Assessment for the proposed project was conducted on May 18, 2022, and is included as Appendix D of this IS/MND.

Emissions of GHGs are the result of both natural and human-influenced activities. Volcanic activity, forest fires, decomposition, industrial processes, landfills, consumption of fossil fuels for power generation, transportation, heating, and cooling are the primary sources of GHG emissions. Without human activity, the Earth would maintain an approximate, but varied, balance between the emission of GHGs into the atmosphere and the storage of GHG in oceans and terrestrial ecosystems. Increased combustion of fossil fuels (e.g., gasoline, diesel, coal, etc.) has contributed to a rapid increase in atmospheric levels of GHGs over the last 150 years.

CSULB developed and published a Climate Action Plan (CAP) in 2014 that estimated emissions associated with students, faculty, and staff commuting in 2010. Although not adopted, it provides guidance for campus operations. Table 3.8-1 shows that commuting accounted for the majority of GHG emissions in 2010, followed by purchased electricity and natural gas combustion.

**Table 3.8-1:**
**CSULB Campus-Wide Greenhouse Gas Emissions Inventory**

| CSULB GHG Sources | CO2e (Metric Tons) | Percentage of Total |
|---|---|---|
| Student Commuting | 31,580 | 53% |
| Purchased Electricity | 13,340 | 22% |
| Natural Gas Combustion | 6,050 | 10% |
| Faculty and Staff Commuting | 4,460 | 7% |
| Landfill Waste | 1,480 | 2% |
| Refrigerant Emissions | 1,360 | 2% |
| Air Travel | 1,270 | 2% |
| Fleet Fuels | 390 | 1% |
| **Total 2010 GHG Emissions** | **59,930** | **100%** |

Source: CSULB, *Climate Action Plan*, December 2014.

## Discussion

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

**Less Than Significant Impact.** Implementation of the proposed project would generate both direct and indirect GHG emissions; however, the magnitude of emissions would be minimized through the incorporation of robust project design and sustainability features that enhance energy efficiency and reduce resource consumption. Temporary direct GHG emissions would be generated from the use of off-road equipment and truck/worker vehicle trips during construction activities. Mandatory compliance with SCAQMD regulations that restrict vehicle idling and ensure optimal equipment operating conditions would prevent the occurrence of excessive GHG emissions from these sources. The SCAQMD recommends that temporary GHG emissions associated with construction of CEQA projects be amortized over the operational life of the project to reflect the cumulative nature of climate change implications, which for this project is assumed to be 30 years. The amortized construction emissions are estimated at 63.0 metric tons of $CO_2e$ per year, which is well below the threshold of 1,400 metric tons of $CO_2e$ per year, as shown in Table 3.8-2. Construction of the proposed project would generate a cumulative total of 1,889 $MTCO_2e$ over the two-year construction period.

Table 3.8-2 also discloses that, after construction activities are complete, operation of the proposed project would generate approximately 962.5 $MTCO_2e$ of GHG emissions annually, with the majority attributed to mobile- and energy-related sources. Indirect GHG emissions from electricity consumption would gradually decline in subsequent years as SCE derives more of its power mix from renewable sources that do not produce GHG emissions to provide electricity. Furthermore, the new building would be more energy-efficient than the structures it is replacing as detailed in Section 3.6. As such, GHG emissions would not exceed the SCAQMD draft interim significance threshold of 1,400 $MTCO_2e$ of GHG emissions annually. Therefore, the proposed project would result in a less than significant impact related to GHG emissions.

**Table 3.8-2:**
**Proposed Project Annual Greenhouse Gas Emissions**

| CSULB GHG Sources | $CO_2e$ (Metric Tons) |
|---|---|
| Construction Emissions Amortized (Direct) | 63.0 |
| Area Source Emissions (Direct) | <0.1 |
| Energy Source Emissions (Indirect) | 398.6 |
| Mobile Source Emissions (Direct) | 475.3 |
| Waste Disposal Emissions (Indirect) | 63.5 |
| Water Distribution Emissions (Indirect) | 25.1 |
| **TOTAL** | **962.50** |
| SCAQMD Draft Interim Significance Threshold | 1,400 |
| **Exceed Threshold?** | **No** |

Source: TAHA, 20212

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

**No Impact.** There are a number of GHG reduction plans, policies, and regulations relevant to the proposed project. Tables 3.8-3 and 3.8-4 demonstrate consistency with the SCAG RTP/SCS and the State Scoping Plan GHG Reduction Strategies. The proposed project would not impede the attainment of the GHG reduction goals for 2030 or 2050 identified in Executive Order (E.O) S-03-05 and Senate Bill (SB) 32, or the carbon neutrality goal for 2045 identified in E.O. B-55-18. E.O. S-03-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050. SB 32 establishes for a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40 percent below 1990 levels by December 31, 2030. E.O. B-55-18 establishes an additional statewide policy goal to achieve carbon neutrality as soon as possible and no later than 2045 and to achieve and maintain net negative emissions thereafter.

Importantly, the CSULB CAP and related Sustainability Policy apply sustainable principles across all areas of university operations, including facility sustainability improvements, energy and water efficiency retrofits, and incorporation of green building practices into new facility design. The proposed project would incorporate energy-efficiency, sustainability, water- and waste-efficiency, and resiliency features to achieve an NZE Rating and a LEED Gold, or better, building rating. The building envelope would be configured to maximize daylighting and exterior views. Existing building-serving utilities, including storm drain, electrical, heating, cooling, water, and wastewater, would be removed and replaced to appropriately serve the new building. Therefore, the proposed project would not conflict with GHG reduction plans. No impact would occur.

**Table 3.8-3:**
**Project Consistency with SCAG 2020 RTP/SCS**

| RTP/SCS Measure | Project/Consistency |
|---|---|
| Encourage regional economic prosperity and global competitiveness | **Not Applicable**. The proposed project would not inhibit SCAG from preserving the encouraging regional economic prosperity. |
| Improve mobility, accessibility, reliability, and travel safety for people and goods | **Not Applicable**. The proposed project would not inhibit SCAG from improving mobility |
| Enhance the preservation, security, and resilience of the regional transportation system | **Not Applicable**. The proposed project would not inhibit SCAG from preserving and expanding the regional transportation system. |
| Increase person and goods movement and travel choices within the transportation system | **Not Applicable**. The proposed project would not inhibit SCAG from expand travel choices within the transportation system. |
| Reduce greenhouse gas emissions and improve air quality | **Consistent**. The proposed project would incorporate energy-efficient, sustainable, water and waste efficient, and resilient features to achieve a Net Zero Energy Rating and beyond a LEED Gold Rating. This would reduce energy requirements and associated air quality pollution and GHG emissions. |
| Support healthy and equitable communities | **Consistent**. The proposed project would include a clinic space and increase training opportunities for health profession students. |
| Adapt to a changing climate and support an integrated regional development pattern and transportation network | **Consistent** The proposed project location is located within walking and biking distance of the campus. |
| Leverage new transportation technologies and data-driven solutions that result in more efficient travel | **Not Applicable**. The proposed project would not inhibit SCAG from leveraging technology for the transportation system. |
| Encourage development of diverse housing types in areas that are supported by multiple transportation options | **Not Applicable**. The proposed project would not inhibit SCAG from developing diverse housing. |
| Promote conservation of natural and agricultural lands and restoration of habitats | **Consistent**. The proposed project would not impact natural lands during construction or operation. |

Source: TAHA, 2021

**Table 3.8-4:**
**Project Consistency with Scoping Plan GHG Reduction Strategies**

| Reduction Strategy | Measure Number | Project/Consistency |
|---|---|---|
| Goal: Advanced Clean Cars | T-1 | **Consistent**. Visitors to the replacement building would purchase vehicles in compliance with CARB vehicle standards that are in effect at the time of vehicle purchase. |
| Goal: Low-Carbon Fuel Standard | T-2 | **Consistent**. Motor vehicles driven by visitors to the replacement building would use compliant fuels. |
| Goal: Regional Transportation-Related GHG Targets | T-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Advanced Clean Transit | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Last-Mile Delivery | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Reduction in VMT | Proposed | **Consistent**. The proposed project would not change demand on the transportation system as the proposed project would be built to accommodate existing occupancy. |
| Goal: Vehicle Efficiency Measures<br>1. Tire Pressure<br>2. Fuel Efficiency Tire Program<br>3. Low-Friction Oil<br>4. Solar-Reflective Automotive Paint and Window Glazing | T-4 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Ship Electrification at Ports (Shore Power) | T-5 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Goods Movement Efficiency Measures<br>1. Port Drayage Trucks<br>2. Transport Refrigeration Units Cold Storage Prohibition<br>3. Cargo Handling Equipment, Anti-Idling, Hybrid, Electrification<br>4. Goods Movement System-wide Efficiency Improvements<br>5. Commercial Harbor Craft Maintenance and Design Efficiency<br>6. Clean Ships<br>7. Vessel Speed Reduction | T-6 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Heavy-Duty Vehicle GHG Emission Reduction<br>Tractor-Trailer GHG Regulation<br>Heavy-Duty Greenhouse Gas Standards for New Vehicle and Engines (Phase I) | T-7 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |

| Reduction Strategy | Measure Number | Project/Consistency |
|---|---|---|
| Goal: Medium- and Heavy-Duty Vehicle Hybridization Voucher Incentive Proposed Project | T-8 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: Medium and Heavy-Duty GHG Phase 2 | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Goal: High-Speed Rail | T-9 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Electricity and natural gas sector: Energy Efficiency Measures (Electricity) | E-1 | **Consistent**. The proposed project would be constructed to meet Net Zero Energy Rating and beyond a LEED Gold Rating. |
| Electricity and natural gas sector: Energy Efficiency (Natural Gas) | CR-1 | **Consistent**. The proposed project would result in minimal new natural gas use. The proposed project would be constructed to meet Net Zero Energy Rating and beyond a LEED Gold Rating. |
| Electricity and natural gas sector: Solar Water Heating (California Solar Initiative Thermal Program) | CR-2 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Electricity and natural gas sector: Combined Heat and Power | E-2 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Electricity and natural gas sector: Renewable Portfolios Standard (33% by 2020) | E-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Electricity and natural gas sector: Renewable Portfolios Standard (50% by 2050) | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Electricity and natural gas sector: SB 1 Million Solar Roofs (California Solar Initiative, New Solar Home Partnership, Public Utility Programs) and Earlier Solar Programs | E-4 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Water sector: Water Use Efficiency | W-1 | **Consistent**. The proposed project would be constructed to meet Net Zero Energy Rating and beyond a LEED Gold Rating, including water efficiency. |
| Water sector: Water Recycling | W-2 | **Consistent**. The proposed project would utilize recycled water where possible |
| Water sector: Water-System Energy Efficiency | W-3 | **Consistent**. CSULB aims to reduce its water consumption by 20% below the 2013 baseline. The project will meet the 20% goal by implementing ultra-low flow/low-flush fixtures, such as waterless urinals. |
| Water sector: Reuse Urban Runoff | W-4 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Water sector: Renewable Energy Production | W-5 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |

| Reduction Strategy | Measure Number | Project/Consistency |
|---|---|---|
| Green buildings: State Green Building Initiative: Leading the Way with State Buildings (Greening New and Existing State Buildings) | GB-1 | **Consistent**. The proposed project would exceed energy efficiency requirements in Title 24, Part 6, of the California Code of Regulations in accordance the CSULB sustainability plans. |
| Green buildings: Green Building Standards Code (Greening New Public Schools, Residential and Commercial Buildings) | GB-1 | **Consistent**. The proposed project would exceed energy efficiency requirements in Title 24, Part 6, of the California Code of Regulations in accordance the CSULB sustainability plans. |
| Green buildings: Beyond Code: Voluntary Programs at the Local Level (Greening New Public Schools, Residential and Commercial Buildings) | GB-1 | **Consistent**. The proposed project would exceed energy efficiency requirements in Title 24, Part 6, of the California Code of Regulations in accordance the CSULB sustainability plans. |
| Green buildings: Greening Existing Buildings (Greening Existing Homes and Commercial Buildings) | GB-1 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Industry sector: Energy Efficiency and Co-Benefits Audits for Large Industrial Sources | I-1 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Industry sector: Oil and Gas Extraction GHG Emission Reduction | I-2 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Industry sector: Reduce GHG Emissions by 20% in Oil Refinery Sector | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Industry sector: GHG Emissions Reduction from Natural Gas Transmission and Distribution | I-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Industry sector: Refinery Flare Recovery Process Improvements | I-4 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Industry sector: Work with the local air districts to evaluate amendments to their existing leak detection and repair rules for industrial facilities to include methane leaks | I-5 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Recycling and waste management sector: Landfill Methane Control Measure | RW-1 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Recycling and waste management sector: Increasing the Efficiency of Landfill Methane Capture | RW-2 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Recycling and waste management sector: Mandatory Commercial Recycling | RW-3 | **Consistent**. The proposed project would comply with all state regulations related to solid waste generation, storage, and disposal, including the California Integrated Waste Management Act, as amended. |
| Recycling and waste management sector: Increase Production and Markets for Compost and Other Organics | RW-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Recycling and waste management sector: Anaerobic/Aerobic Digestion | RW-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |

| Reduction Strategy | Measure Number | Project/Consistency |
|---|---|---|
| Recycling and waste management sector: Extended Producer Responsibility | RW-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Recycling and waste management sector: Environmentally Preferable Purchasing | RW-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Forests sector: Sustainable Forest Target | F-1 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: Motor Vehicle Air Conditioning Systems: Reduction of Refrigerant Emissions from Non-Professional Servicing | H-1 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: SF6 Limits in Non-Utility and Non- Semiconductor Applications | H-2 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: Reduction of Perfluorocarbons (PFCs in Semiconductor Manufacturing | H-3 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: Limit High GWP Use in Consumer Products | H-4 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: Air Conditioning Refrigerant Leak Test During Vehicle Smog Check | H-5 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: Stationary Equipment Refrigerant Management Program – Refrigerant Tracking/Reporting/Repair Program | H-6 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: Stationary Equipment Refrigerant Management Program – Specifications for Commercial and Industrial Refrigeration | H-6 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: SF6 Leak Reduction Gas Insulated Switchgear | H-6 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: 40% reduction in methane and hydrofluorocarbon (HFC) emissions | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| High-GWP gases sector: 50% reduction in black carbon emissions | Proposed | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |
| Agriculture sector: Methane Capture at Large Diaries | A-1 | **Not Applicable**. The proposed project would not prevent CARB from implementing this measure. |

Source: TAHA, 2021

## 3.9 Hazards and Hazardous Materials

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | | | X | |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | | | X | |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | X | |
| d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | | | | X |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | | | | X |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | | X |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | | X |

**Existing Setting**

The handling, movement, storage, and disposal of hazardous materials is monitored by the University's environmental health and safety staff. The campus is located outside of the airport influence area for Long Beach Municipal Airport and is not located near any wildlands. The campus is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and spills, leaks, investigations, and cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities.

PH1 was designed by the Office of the State Architect in 1957 and completed in 1959. Hazardous materials exist throughout the existing buildings – floors, ceiling tiles, pipe insulations, cement plaster, and caulking. LBP exists at windows and door frames; and roof building paper and mastic contain ACM.

**Discussion**

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

**Less Than Significant Impact.** Construction of the proposed project would involve the use of products such as concrete, paints, and adhesives, as well as heavy equipment, which would contain fuels, oils, and hydraulic fluid. The contractor would be required to comply with all California Health and Safety Codes and campus policies regulating the handling and use of hazardous materials. Since the existing PH1 was constructed before 1967, the existing buildings to be demolished include ACM and LBP. The proposed project would be in compliance with SCAQMD Rule 1403 (Asbestos Emissions from Renovation/Demolition Activities) and other pertinent regulations when working on structures containing asbestos, lead, or other toxic materials. Mandatory compliance with these regulations regarding asbestos, and other toxic materials during demolition will ensure a less than significant impact related to the removal of these materials during construction.

Operation of the proposed PH1 replacement building as it pertains to office, study, work, meeting, and administrative, as well as operation of the proposed parking lot would not involve the routine use, transport, or disposal of hazardous materials. On-site use of hazardous materials would continue to be limited to small amount of everyday janitorial cleaners and common chemicals used for landscaping and maintenance. Materials used for laboratory academic research and instructions would continue to be handled and disposed of in accordance with established University procedures. The University's environmental health and safety staff would continue to monitor the use of hazardous materials in science instructions and clinical administration to ensure safe and lawful handling, movement, storage, and disposal of such materials. Impacts would be less than significant.

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

**Less Than Significant Impact.** Construction and operation of the proposed project may involve the use of, or result in the exposure to, hazardous materials that may be accidently released into the environment. Best management practices will be implemented during

construction and operation to reduce risk of hazardous material exposure associated with the proposed project. Additionally, the University's environmental health and safety staff would continue to monitor the use of hazardous materials to ensure safe and lawful handling, movement, storage, and disposal of such materials. Impacts would be less than significant.

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

**Less Than Significant Impact.** Construction and operation of the proposed project, including construction laydown areas, equipment storage areas, construction worker parking, and surge space areas, would be located throughout the campus. However, the 2008 EIR determined that projects on campus that comply with the established University procedures that comply with existing federal and state regulations regarding hazardous materials would have a less than significant impact on this topic. The proposed project would not emit or handle hazardous or acutely hazardous materials in a manner that would cause a new or more severe impact and would comply with all existing regulations. As such, the impact would be less than significant.

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

**No Impact.** There are no hazardous materials sites listed within or near the campus. The campus is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and spills, leaks, investigations, and cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities. As such, the proposed project would not be located in an officially adopted area of hazardous or critical concern. No impact would occur.

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

**No Impact.** The campus is not located in the vicinity of any private airstrip, nor is it located within any airport land use plan. Long Beach Municipal Airport is located approximately 1.6 mile to the northwest of the campus edge, but risk from aircraft overflights is limited due to the distance to the airport. The campus is not located within any safety zone of the airport, and no tall buildings that might affect aircraft operations are proposed. No impact would occur.

***f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

**No Impact.** It is not anticipated that any full road closures would occur during construction of the proposed project. Regardless, emergency vehicles have access to the interior of campus by using restricted routes and service roads and paths. Additionally, dual-use paths for pedestrian primacy are structural and dimensionally capable of supporting emergency vehicles. Operation of the proposed project would not impair implementation of or physically interfere with any adopted emergency response or evacuation plan. No impact would occur.

***g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?***

**No Impact.** The project site is not located within or near state responsibility areas or lands classified as very high fire hazard severity zones (CAL FIRE, 2007). Thus, the proposed would not expose people or structures to a significant risk of loss, injury or death involving wildlife fires. No impact would occur.

## 3.10 Hydrology and Water Quality

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | | | X | |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | | | | X |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would? | | | | |
| i) Result in substantial erosion or siltation on- or off-site | | | X | |
| ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite | | | X | |
| iii) Create or contribute runoff water which would exceed the capacity of existing or planner stormwater drainage systems or provide substantial additional sources of polluted runoff | | | X | |
| iv) Impede or redirect flood flows | | | X | |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | | X |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | X |

**Existing Setting**

Water is supplied to the University by the Long Beach Water Department (LBWD). The LBWD has three major sources of water: (1) treated water imported by and purchased wholesale from the Metropolitan Water District, (2) groundwater extracted and treated by the LBWD, and (3) tertiary-treated reclaimed water provided by the Los Angeles County Sanitation Districts.

The University campus is located in an urban area and is surrounded by relatively intensive development with a high percentage of impervious surfaces, including streets, parking lots, and buildings. The campus itself is developed at a relatively low intensity with academic buildings, parking, and other facilities but it contains large open space and landscaped areas, including grassy quadrangle areas, sports fields, gardens, and other pervious surfaces that allow stormwater to soak into the ground. Stormwater flows from impervious surfaces through downspouts, gutters, and other conveyance facilities, and is either transported to local and regional flood control facilities, or percolates into the ground through pervious surfaces. Landscaping can result in dry-weather urban runoff as well, and the University works to minimize these flows to the greatest extent possible. Newer on-campus facilities include features and measures to store and treat stormwater runoff on-site.

**Discussion**

***a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?***

**Less Than Significant Impact.** The University's Storm Water Management Program (SWMP) was developed to comply with NPDES requirements and covers the entire campus. The plan identifies pollutant sources potentially affecting Storm Water Discharges, provides best management practices for municipal and small construction activities implemented by the CSULB staff and contractors, and provides goals for the implementation of the SWMP to reduce the discharge of pollutants to the storm drain system and waterways including Bouton Creek.

Construction of the proposed project would result in short-term soil-disturbing activities that could lead to increased erosion and sedimentation. However, the proposed project would comply with the regulations of the CSULB SWMP under the requirements of the NPDES. Additionally, during project implementation activities, the proposed project would implement the erosion and sediment control best management practices from the SWPPP which would minimize erosion and related impacts on water quality. Impacts would be less than significant.

***b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?***

**No Impact.** The 2008 EIR determined that groundwater pumping is expected to remain similar to current levels through 2030 as supplies of recycled water would supplement any additional water use from implementation of the Campus Master Plan. Implementation of the 2008 EIR mitigation measures related to potable water use reduction, including use of reclaimed water for irrigation, installation of low-use water fixtures, and coordination with the LBWD, would ensure that proper water conservation is pursued. The proposed project would not include the use of on-site groundwater and would not require outsourced groundwater supplies beyond what the 2008 EIR analyzed. Additionally, the replacement building would incorporate

sustainable, efficient, and resilient water features and would utilize on-site reclaimed water when feasible. As such, the proposed project would not substantially decrease/interfere with groundwater supplies, groundwater recharge, or conflict with a sustainable groundwater management plan. No impact would occur.

***c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would:***

***i) Result in substantial erosion or siltation on- or off-site?***

**Less Than Significant Impact.** During project implementation activities, the proposed project would implement the erosion and sediment control best management practices from the SWPPP which would minimize erosion. Compliance with applicable regulations for stormwater runoff would ensure that impacts related to erosion and siltation would be less than significant.

***ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?***

**Less Than Significant Impact.** The proposed project would result in impermeable surfaces similar to existing conditions as it would replace structures and paved surface parking with new structures and paved surface parking. According to the City of Long Beach flood zone maps, the campus is not located in any zone in which flood insurance is still required by the federal government. Compliance with applicable regulations for stormwater runoff would ensure that impacts related to surface runoff resulting in flooding would be less than significant.

***iii) Create or contribute runoff water which would exceed the capacity of existing or planner stormwater drainage systems or provide substantial additional sources of polluted runoff?***

**Less Than Significant Impact.** Construction of the project would result in short-term soil-disturbing activities that could lead to increased runoff. However, the project would comply with the regulations of the CSULB SWMP under the requirements of the NPDES. The plan identifies pollutant sources potentially affecting Storm Water Discharges, provides best management practices for municipal and small construction activities implemented by the CSULB staff and contractors, and provides goals for the implementation of the SWMP to reduce the discharge of pollutants to the storm drain system. Therefore, the proposed project would not result in an exceedance in the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

***iv) Impede or redirect flood flows?***

**Less Than Significant.** As discussed above in Section 3.10(c)(ii), the proposed project result in impermeable surfaces similar to existing conditions and would have a less than significant impact to on- or offsite flooding; as such, the proposed project would have a less than significant impact on flood flows.

***d) Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

**No Impact.** No bodies of water are located uphill from campus; therefore, the campus is not exposed to seiche, and/or flooding. The campus is located at a distance of approximately 3 miles from the ocean and at an elevation that is not susceptible to damage from tsunami. The campus and surrounding areas are relatively flat; no hills or unstable lands are located in the vicinity. No impact would occur.

***e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

**No Impact.** The proposed project would comply with the regulations of the CSULB SWMP under the requirements of the NPDES, which was developed to reduce the distance of pollutants to the maximum extent possible, protect water quality, and satisfy water quality requirements of the Clean Water Act and the Regional Water Quality Control Board Basin Plan. As such, no impact would occur.

## 3.11 Land Use and Planning

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Physically divide an established community? | | | | X |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | | | | X |

### Existing Setting

The project site is located in the southern portion of the campus, and is generally surrounded by campus buildings, pedestrian pathways, and surface parking lots. East Campus Drive is a two-lane north-south road that is within the campus boundary located immediately east of parking lots E7 and G15 and provides vehicular access to the parking lot. The potential areas for the construction laydown yard and equipment storage area are also located within the southern portion of the campus.

### Discussion

***a) Would the project physically divide an established community?***

**No Impact.** The proposed PH1 replacement building and associated parking lot would be entirely located within the boundaries of the CSULB campus. During construction, the project site, including construction laydown areas, would be temporarily fenced off. Temporary partial and full closures of East Campus Drive would also be required to allow for construction equipment and material deliveries and similar activities. However, these temporary closures would be within the campus boundaries, and the proposed project would not include the construction of barriers or other dividing features that would physically divide an established community. Moreover, the proposed medical clinic is intended to serve as a publicly-accessible community resource. No impacts would occur.

***b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?***

**No Impact.** The proposed PH1 replacement building and associated parking lot would be located entirely on CSULB property and therefore would be under the land use jurisdiction of the CSU Board of Trustees. There are no local ordinances or policies of the City of Long Beach that would apply to projects on the CSULB campus, as the City does not have jurisdiction over CSU lands. The project includes a public clinic to be operated in cooperation with a local Clinical Healthcare provider partner under a teaching clinic model, which is a new use not previously proposed or evaluated on the campus. However, the public clinic will be operated by the campus as part of the CHHS and will contribute to fulfillment of the campus's

educational mission as well as serve the general public. Thus, the proposed project does not propose a change in land use on the site and is consistent with the adopted Master Plan for the campus.

The only land use plan applicable to the proposed project is the 2008 Campus Master Plan. The 2008 EIR analyzed impacts associated with the PH1 and PH2 Replacement project, which anticipated the demolition of PH1, PH2, and FO5, and in their place, construction of two new buildings in the same locations. The current proposed project involves demolition of the existing PH1 building and temporary FO5 building as well as construction of a new building housing the public clinic. (PH2 would remain in use and is not part of the current proposed project.) With approval of the proposed project by the Board of Trustees, the proposed project would be consistent with the Master Plan for the campus. Therefore, the proposed project would not result in a significant environmental impact due to a conflict with any land use plan, policy, or regulation. No impact would occur.

## 3.12 Mineral Resources

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | | | | X |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | | | | X |

### Existing Setting

The California Geological Survey is responsible for classifying land into Mineral Resource Zones (MRZs) under the Surface Mining Control and Reclamation Act (SMARA) based on the known or inferred mineral resource potential of that land. The Initial Study for the 2008 EIR determined that the campus is not known to contain any important mineral resources.

### Discussion

***a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**No Impact.** No mineral resources of value to the region and the residents of the state are identified within the project site. No impact would occur.

***b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

**No Impact.** The City of Long Beach General Plan does not delineate the project site as a locally-important mineral resource recovery site. Therefore, implementation of the proposed project would not result in the loss of availability of a locally-important mineral resource recovery site. No impact would occur.

## 3.13 Noise

| Would the project result in: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | | X | | |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | | | X | |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | | | | X |

### Existing Setting

A Noise and Vibration Assessment for the proposed project was conducted on May 17, 2022, and is included as Appendix E of this IS/MND.

The project site is within the CSLUB property and the land is categorized as institutional use. A gated community of single-family residences are located to the east of the project site. East Campus Drive divides CSULB property to the west from the residences to the east. Sensitive receptors are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. They typically include residences, schools, hospitals, guest lodging, and libraries. The nearest sensitive receptors are single-family residences approximately 100 feet east from the project site.

To characterize the existing noise environment around the project site, short-term (ST) noise measurements were taken using a SoundPro DL Sound Level Meter. Short-term noise measurements were conducted on Tuesday, November 30, 2021, from 9:30 a.m. to 11:30 a.m., in 15-minute increments. This time of day represents a typical construction time without the added noise source of peak hour traffic. Short-term monitored noise levels ranged from 62.2 to 74.3 A-weighted decibel (dBA) Equivalent Noise Level ($L_{eq}$). Traffic noise along nearby roadways were the primary sources of noise in the project area. Monitoring locations are shown in Figure 3.13-1 and monitored noise levels are shown in Table 3.13-1.

**Table 3.13-1:**
**Existing Ambient Noise Levels**

| Noise Measurement Site (Figure 3.13-1) | Noise Monitoring Location | Noise Level (dBA, $L_{eq}$) | Noise Level (dBA, $L_{50}$) |
|---|---|---|---|
| ST-1 | Hardfact Hill along East Campus Dr. | 64.0 | 54.9 |
| ST-2 | E7 Parking Lot adjacent to Peterson Hall 1, along East Campus Dr. | 62.2 | 54.7 |
| ST-3 | E8 Parking Lot along East Campus Dr. | 74.3 | 58.0 |

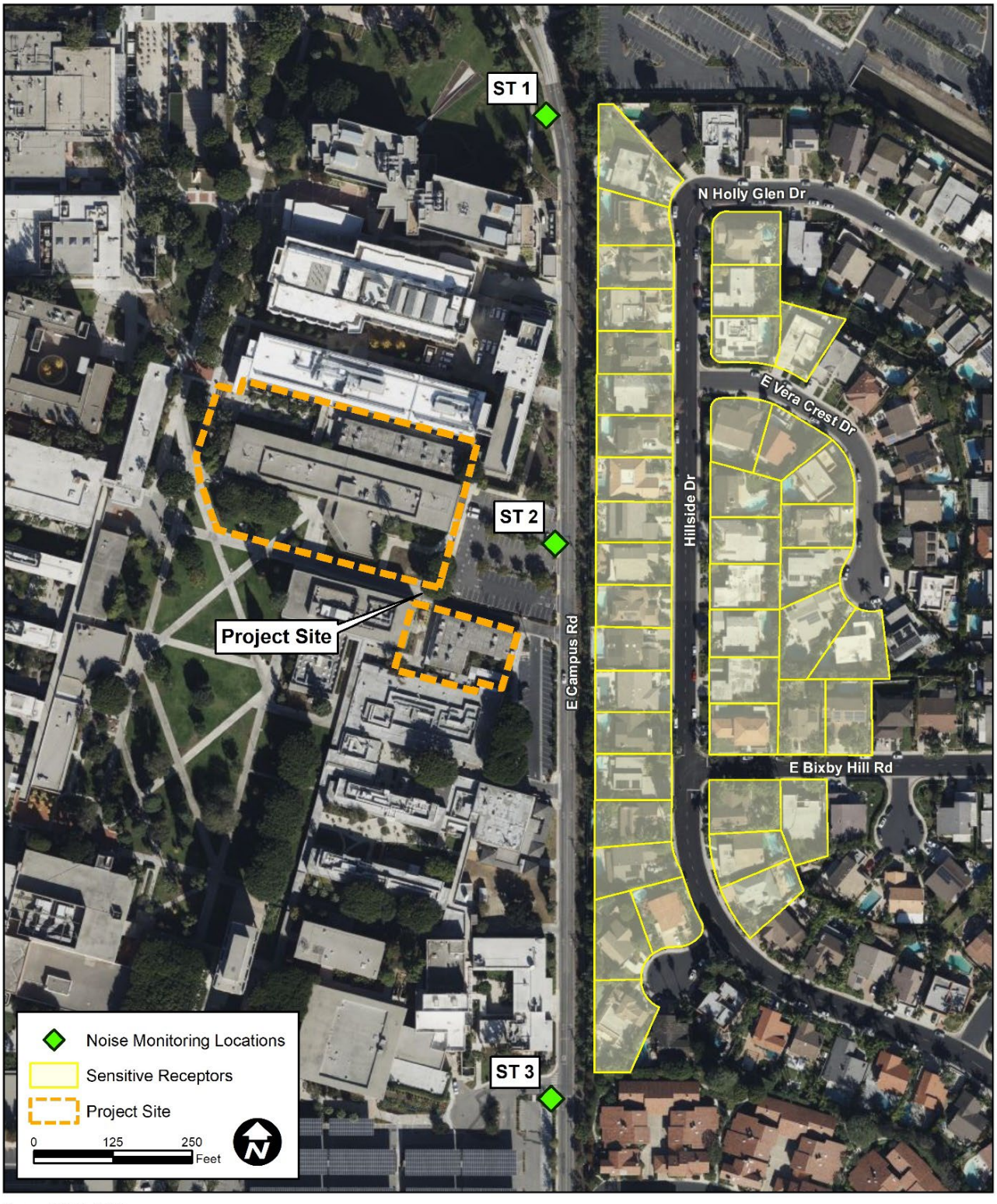
Source: TAHA, 2021

Consistent with the 2008 EIR, the significance threshold for construction noise is an increase of 5 dBA or more over the existing ambient noise level. Ambient noise levels were averaged along East Campus Drive to provide a common standard for sensitive receptors located adjacent to East Campus Drive. Existing noise levels for sensitive receptors to the east of East Campus Drive were distance-adjusted to account for lower noise levels that would be experienced by second and third row sensitive receptors. Existing noise levels, their adjustments, and applicable sensitive receptors are shown in Table 3.13-2.

**Table 3.13-2:**
**Adjusted Existing Noise Levels for Impact Analysis**

| Sensitive Receptor | Adjustment to Existing Noise Level[1] | Existing Noise Level (dBA, $L_{eq}$) |
|---|---|---|
| Residences along Hillside Dr. to the east | Average of ST-1 and ST-2 | 63.1 |
| Residences along Hillside Dr. to the east | Average of ST-1 and ST-2 | 63.1 |
| Residences along Hillside Dr. to the east | Average of ST-1 and ST-2 | 63.1 |
| Residences along Hillside Dr. to the east | Average of ST-1 and ST-2 | 63.1 |
| Residences along Hillside Dr. to the east | Distance adjusted | 54.2 |
| Residences along E. Vera Crest Dr. to the east | Distance adjusted | 50.7 |

Note: 1. ST-3 was not included in the average for noise levels as it was significantly louder at the southern end of East Campus Dr.
Source: TAHA, 2021




Source: TAHA, 2022.

**Figure 3.13-1**
**Noise Monitoring Locations and Sensitive Receptors**

**Discussion**

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

**Less Than Significant Impact with Mitigation Incorporated.**

**Construction**

Construction activity would result in temporary increases in ambient noise levels in the area surrounding the project site on an intermittent basis. Noise levels from the construction of the proposed project would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. Construction activities typically require the use of numerous pieces of noise-generating equipment. Typical noise levels from various types of equipment that would be used during construction are listed in Table 3.13-3. Due to the size of the project site, it is anticipated that only one or two pieces of equipment would be operated at a time. The combined noise levels shown in Table 3.13-3 take into account the likelihood that up to two of the loudest pieces of construction equipment in that phase would be operating simultaneously. Noise levels would typically range from 73.7 to 84.5 dBA $L_{eq}$ for each phase. When considered as an entire process with multiple pieces of equipment, demolition would generate the loudest noise level at approximately 84.5 dBA $L_{eq}$ at 50 feet.

Construction activities would occur Monday through Friday, and workers would typically be onsite from 7:00 am to 5:00 pm. Construction on Saturdays from 8:00 am to 4:00 pm would occur as needed through key milestones throughout the project. The City of Long Beach Municipal Code (LBMC) has not established a quantitative standard for construction noise specifically, which is instead regulated by allowable hours of construction set forth in LBMC Section 8.80.202. Construction activity would therefore comply with the allowable hours of construction in the LBMC, which are 7:00 am to 7:00 pm Monday through Friday. Construction on Saturdays would sometimes occur 9:00 am to 6:00 pm on Saturday outside of the allowable times of the LBMC but would not be a regular occurrence. CSLUB is not required to comply with the LBMC but would apply all best practices to apply where feasible.

Construction noise has been assessed at off-campus uses and are shown in Table 3.13-4. The nearest off-campus uses, and sensitive receptors are residences along Hillside Drive located approximately 100 feet east of the project site. The nearest hospital building, the VA Long Beach Healthcare System, is located approximately 900 feet to the west and would not be affected by construction noise related to the proposed project. Due to the small size of the project site, it is anticipated that only one or two pieces of equipment would be operated at a time. Demolition activity would likely be the loudest phase of construction, which would utilize a concrete saw and tractor. A concrete saw and a tractor would generate a noise level of 84.5 dBA $L_{eq}$ at 50 feet and would be used as the reference construction noise level. The existing noise level at the nearest sensitive receptor is approximately 62.2 dBA $L_{eq}$. At a distance of 100 feet, demolition activity would generate a noise level of 78.5 dBA $L_{eq}$ at the nearest sensitive receptor prior to the implementation of mitigation measures. A significant impact would occur if the existing noise level was exceeded by 5 dBA or more. As shown in Table 3.13-4, several sensitive receptors would experience noise levels 5 dBA or more over the existing noise level.

## Table 3.13-3:
## Phased Construction Noise Levels

| Construction Equipment | Noise Level at 50 feet (dBA, $L_{eq}$) |
|---|---|
| Demolition: Concrete Saw | 82.6 |
| Demolition: Tractor | 80.0 |
| Demolition: Dozer | 77.7 |
| Demolition: Front End Loader | 75.1 |
| Demolition: Backhoe | 73.6 |
| **Combined Demolition Noise** | **84.5** |
| Site Preparation: Grader | 81.0 |
| Site Preparation: Dozer | 77.7 |
| Site Preparation: Backhoe | 73.6 |
| **Combined Site Preparation Noise** | **82.7** |
| Grading: Grader | 81.0 |
| Grading: Dozer | 77.7 |
| Grading: Backhoe | 73.6 |
| **Combined Grading Noise** | **82.7** |
| Trenching: Trencher | 77.3 |
| Trenching: Excavator | 76.7 |
| Trenching: Front End Loader | 75.1 |
| Trenching: Backhoe | 73.6 |
| **Combined Trenching Noise** | **80.0** |
| Building Construction: Generator | 77.6 |
| Building Construction: Backhoe | 73.6 |
| Building Construction: Crane | 72.6 |
| Building Construction: Welder | 70.0 |
| Building Construction: Forklift | 63.2 |
| **Combined Building Construction Noise** | **79.1** |
| Paving: Cement and Mortar Mixers | 77.0 |
| Paving: Paver | 74.2 |
| Paving: Backhoe | 73.6 |
| Paving: Roller | 73.0 |
| **Combined Paving Noise** | **78.8** |
| Architectural Coating: Air Compressor | 73.7 |
| **Combined Architectural Coating Noise** | **73.7** |

Source: Federal Highway Administration, Roadway Construction Noise Model, Version 1.1, 2008; Noise Levels of Lift Trucks, 25 May 2001, rigolett.home.xs4all.nl/ENGELS/equipment/liftfr.htm.

**Table 3.13-4:**
**Construction Noise Levels at Sensitive Receptors**

| Sensitive Receptors | Distance (feet) | Intervening Building[1] | Existing Noise Level (dBA, $L_{eq}$) | Max Construction Noise Level (dBA, $L_{eq}$) | Increase Over Existing (dBA, $L_{eq}$) | Impact (5 dBA over Existing)? |
|---|---|---|---|---|---|---|
| Residences along Hillside Dr. to the east | 100 | 0 | 63.1 | 78.5 | 15.4 | **Yes** |
| Residences along Hillside Dr. to the east | 200 | 0 | 63.1 | 72.5 | 9.4 | **Yes** |
| Residences along Hillside Dr. to the east | 280 | 4.5 | 54.1 | 65.0 | 10.9 | **Yes** |
| Residences along Hillside Dr. to the east | 300 | 0 | 63.1 | 68.9 | 5.8 | **Yes** |
| Residences along Hillside Dr. to the east | 400 | 0 | 63.1 | 66.4 | 3.3 | No |
| Residences along E. Vera Crest Dr. to the east | 415 | 6 | 50.7 | 60.1 | 9.4 | **Yes** |

Note: 1. -4.5 dB for on intervening row of buildings and -1.5 dB for each subsequent row.
Source: TAHA, 2022

The proposed project would comply with standard best management practices to control noise at off-campus uses. These include installing temporary barriers around the project site that help control noise (Mitigation Measure N1), requiring the construction contractor to use engine mufflers consistent with manufacturers' standards (Mitigation Measure 1), and requiring all equipment to be properly maintained to assure that no additional noise due to worn or improperly maintained parts would be generated at the project site (Mitigation Measure 2). Table 3.13-5 shows noise levels at sensitive receptors after the reduction from equipment mufflers and temporary noise barriers. Implementation of mitigation measures identified in the 2008 EIR and a new project level mitigation measure (N1) would reduce construction noise levels to a less than significant level. Construction noise would be temporary and intermittent and noise levels could be lower than expected. The majority of construction activity would be conducted within the allowable hours of construction set forth in LBMC Section 8.80.202. CSULB is not obligated to abide by the standards in the LBMC but would as best practice abide by the LBMC as much as possible. With adherence to the applicable mitigation measures described in the 2008 EIR and the new project specific mitigation measure (N1), impacts of the proposed project related to construction noise would be less than significant.

Construction Equipment Noise Mitigation Measures

1. Muffled construction equipment will be used wherever possible.

2. The contractor will ensure that each piece of operating equipment is in good working condition and that noise suppression features, such as engine mufflers and enclosures, are working and fitted properly.

3. The contractor will locate noisy construction equipment as far as possible from residential areas.

5. If a sustained high-noise construction activity takes place within 100 feet from classrooms or other noise-sensitive uses on campus, measures will be taken to limit the amount of noise

affecting the sensitive receptor. These measures may include scheduling the activity when classes are not in session or the sensitive receptor is not use, providing a temporary barrier of no less than 6 feet in height made of wood or other similar materials; and/or other measures.

N1. The construction contractor shall ensure that barriers, such as, but not limited to, plywood structures or flexible sound control curtains extending eight feet in height shall be erected along eastern perimeter of the project site fronting the single-family residences to minimize the amount of noise during construction on the nearby noise-sensitive uses located offsite. Noise barriers shall be capable of reducing construction noise levels by at least 10 decibels.

**Table 3.13-5:**
**Mitigated Construction Noise Levels at Sensitive Receptors**

| Sensitive Receptors | Distance (feet) | Intervening Building[1] | Mitigated Noise Level[2] | Existing Noise Level (dBA, $L_{eq}$) | Max Construction Noise Level (dBA, $L_{eq}$) | Increase over Existing (dBA, $L_{eq}$) | Impact (5 dBA over Existing)? |
|---|---|---|---|---|---|---|---|
| Residences along Hillside Dr. to the east | 100 | 0 | 69.5 | 63.1 | 63.5 | 0.4 | No |
| Residences along Hillside Dr. to the east | 200 | 0 | 69.5 | 63.1 | 57.5 | -5.6 | No |
| Residences along Hillside Dr. to the east | 280 | 4.5 | 69.5 | 54.1 | 50.0 | -4.1 | No |
| Residences along Hillside Dr. to the east | 300 | 0 | 69.5 | 63.1 | 53.9 | -9.2 | No |
| Residences along Hillside Dr. to the east | 400 | 0 | 69.5 | 63.1 | 51.4 | -11.7 | No |
| Residences along E. Vera Crest Dr. to the east | 415 | 6 | 69.5 | 50.7 | 45.1 | -5.6 | No |

Note: 1. -4.5 dB for on intervening row of buildings and -1.5 dB for each subsequent row.
2. Mitigation Measures include a 5 dB reduction from equipment mufflers and a 10 dB reduction for temporary noise barriers.
Source: TAHA, 2022

The project site is adjacent to the CSULB College of Liberal Arts, School of Art, and Peterson Hall 2. Having complete control of the proposed project, CSULB has the ability to adjust construction activities to avoid disrupting academic activities. If construction noise were to disrupt activities at nearby classrooms, offices, laboratories, or other CSULB facilities, CSULB would work with the construction contractor to reduce noise levels. The actions may include avoiding heavy-duty equipment use during academic activities and temporarily relocating affected uses.

**Operation**

Operational sources of noise would include mechanical equipment such as heating, ventilation, and air conditioning (HVAC), parking activity, and off-site mobile noise. Conversational noise would mostly occur within the proposed building and would not be audible at off-site uses.

HVAC equipment noise would not exceed HVAC exterior noise standards at any nearby sensitive receptors. HVAC equipment would be located on the rooftop of the proposed PH1 replacement building. The distance between the rooftop of the proposed PH1 replacement building and the nearest sensitive receptors is approximately 200 feet. HVAC equipment would generate a noise level of 50.0 dBA $L_{eq}$ at 50 feet. At 200 feet, HVAC noise levels would approximately be 37.7 dBA $L_{eq}$ and would not exceed the 55.0 dBA threshold for HVAC equipment noise measured at the property line, set forth in LBMC Section 8.20.200. HVAC equipment would be similar to existing equipment at PH1 and FO4 and FO5 temporary buildings and would not represent a substantial change in existing noise conditions. Therefore, the proposed project would result in a less than significant impact related to HVAC equipment noise.

Parking activity would also be a source of noise. Sources of noise would include engines accelerating, doors slamming, car alarms, and people talking. It is anticipated that vehicle speeds on the project site would not exceed 10 miles per hour. FO4 temporary building would be demolished and replaced with a surface parking lot that would provide approximately 45 new dedicated parking spaces for the clinic, which would be available for use by the campus outside of clinic hours. Parking activity noise was calculated based upon a reference noise level of 56.4 dBA $L_{eq}$ at 50 feet for a 1,000-parking space parking garage. The noise level was adjusted using guidance provided by the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment guidance and a maximum volume of 45 trips per hour, as estimated based on the number of new dedicated parking spaces. The resultant noise level of parking activity at a distance of 100 feet at the nearest sensitive receptor would approximately be 36.9 dBA $L_{eq}$, which would be lower than the existing noise level of 62.2 dBA $L_{eq}$. The appropriate LBMC standard would be 55 dBA $L_{50}$, which is established by the existing noise level of 54.9 and 54.7 dBA $L_{50}$, which would not be exceeded by project parking noise. The temporary surge parking spaces would be located within the interior of the campus and would not generate audible noise at off-site sensitive receptors. Furthermore, parking activity noise generated by the proposed project would be similar to the noise levels generated by the existing E7 parking lot, and quieter than the larger existing E8 parking lot to the south of the project site. Therefore, the proposed project would result in a less than significant impact related to parking noise.

The proposed project would generate approximately 564 daily vehicle trips, including 52 AM peak hour trips and 63 PM peak hour trips. The trip generation includes trips from the clinic staff, clinic patients, CSULB students, and CSULB employees. Operational mobile noise was assessed using the Federal Highway Administration Traffic Noise Model Version 3.1 (TNM 3.1). Mobile noise levels were modeled for each noise monitoring location. Conservatively, PM peak hour trips, which represent the highest volume of trips over an hour, were modeled along East Campus Drive. Typically, project-generated noise level increases of 3 dBA or greater would be considered significant where exterior noise levels would exceed the normally acceptable noise level standard. Where noise levels would remain at or below the normally acceptable noise level standard with the project, noise level increases of 5 dBA or greater would be considered significant. As shown in Table 3.13-6, mobile noise generated by project

trips would result in a maximum increase of 0.4 dBA $L_{eq}$ along East Campus Drive compared to existing conditions. Vehicle trips would typically occur only during daytime hours and noise would not be generated continuously during the entire 24-hour period of a day. As the 24-hour CNEL noise level is calculated by averaging the 24 individual hourly noise levels (with sensitivity weighting applied for evening and nighttime hours) there is no potential for a non-continuous 0.4 dBA $L_{eq}$ incremental increase in noise to result in a 3 dBA or more increase in CNEL. Therefore, the proposed project would result in a less than significant impact to sensitive receptors as related to mobile source noise.

**Table 3.13-6:**
**Off-site Mobile Noise Levels Along East Campus Drive**

| Noise Monitoring Location/Receiver | Existing Noise Level (dBA, $L_{eq}$) | Project Noise Level (dBA, $L_{eq}$) | New Ambient Noise Level (dBA, $L_{eq}$) | Increase (dBA, $L_{eq}$) |
|---|---|---|---|---|
| ST-1 | 64.0 | 44.8 | 64.1 | 0.1 |
| ST-2 | 62.2 | 52.0 | 62.6 | 0.4 |
| ST-3 | 74.3 | 51.1 | 74.3 | 0.0 |

Note: 1. -4.5 dB for on intervening row of buildings and -1.5 dB for each subsequent row.
2. Mitigation Measures includes a 5 dB reduction from equipment mufflers and a 10 dB reduction for temporary noise barriers.
Source: TAHA, 2022

Operational noise related HVAC noise, parking activity, and off-site vehicle trips would not exceed their respective thresholds or the LBMC exterior noise standards. Impacts related to operational noise would be less than significant.

***b) Would the project exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

**Less Than Significant Impact.**

**Construction**

Construction activity can generate varying degrees of vibration, depending on the procedure and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). 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, and to slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage.

Typical equipment anticipated to be used during construction and their associated vibration levels are shown in Table 3.13-7. A large bulldozer would be representative of typical vibration generating construction equipment at the project site. A large bulldozer would generate a peak particle velocity (PPV) of 0.089 inches per second at 25 feet, and a decibel notation (VdB) of 87 micro-inches per second at 25 feet. The nearest sensitive receptors would be located approximately 100 feet away from construction activity. Vibration levels decreases rapidly with distance. At 100 feet, a large bulldozer would generate a PPV of 0.011 inches per second,

and a VdB of 69 micro-inches per second. According to the FTA Transit Noise and Vibration Impact Assessment guidance, wood-framed buildings, such as the single-family residences to the east, reduce felt vibration by 5 VdB due to coupling to the building foundation. Therefore, the residences 100 feet away would receive a vibration level of approximately 64 VdB. Vibration impacts at the nearest sensitive receptors would be below the 0.2 inches per second vibration damage criterion (PPV) and the 65 VdB threshold set forth in Section 8.80.200 (G) of the LBMC. Impacts related to on-site construction vibration would be less than significant.

**Table 3.13-7:**
**Vibration Levels for Construction Equipment**

| Equipment | Vibration Level at 25 feet (Inches/Second) | Vibration Level at 25 feet (VdB) |
|---|---|---|
| Small Bulldozer | 0.003 | 58 |
| Excavator | 0.040 | 80 |
| Large Bulldozer | 0.089 | 87 |

Source: FTA, *Transit Noise and Vibration Impact Assessment*, September 2018.

The project site is adjacent to the CSULB College of Liberal Arts, School of Art, and PH 2. Having complete control of the proposed project, CSULB has the ability to adjust construction activities to avoid disrupting academic activities. If construction vibration were to disrupt activities at nearby classrooms, offices, laboratories, or other CSULB facilities, CSULB would work with the construction contractor to reduce vibration levels. The actions may include avoiding heavy-duty equipment use during academic activities and temporarily relocating affected uses.

**Operations**

The proposed project would not include significant sources of vibration. Mechanical equipment and vehicle trips would not generate perceptible vibration beyond the project site. Therefore, the proposed project would result in a less than significant impact related to operational vibration.

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

**No Impact.** The nearest airport, Long Beach Airport, is located more than two miles northwest of the project site. Additionally, the proposed project is located outside of the 60 dB CNEL contours of the Long Beach Airport and is not affected by aircraft noise[11]. The proposed project would not result in noise impacts related to airport or airstrip. No impact would occur.

[11] Long Beach Airport, *Year 2004 CNEL Contours*, available at http://www.longbeach.gov/globalassets/lgb/community-information/noise-abatement/eir-noise-contour, 2005.

## 3.14 Population and Housing

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | | | | X |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | X |

### Existing Setting

With 63 academic programs, CSULB enrolls approximately 33,034 full-time equivalent students or FTES as of Fall 2019. In 2017, CSULB received the most applications for admission of any campus in the CSU system and enrollment of CSULB is expected to grow in the coming years. The 2008 Campus Master Plan was designed to accommodate for the projected increase in student enrollment based on growth and development in the area and provides for additional on-campus housing. As discussed in the Initial Study for the 2008 EIR, the implementation of the 2008 Campus Master Plan provides for additional on-campus housing and would not displace any housing or people. The 2008 EIR analyzed environmental impacts associated with the maximum growth that could occur on the campus with implementation of the 2008 Campus Master Plan.

### Discussion

***a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

**No Impact.** The proposed project would not include any housing that would induce unplanned population growth. The project proposes construction and operation of a new three-story building to replace the existing PH1 building and FO4 and FO5 temporary office buildings. The project would consolidate the CHHS from multiple locations across campus into the replacement building and serve existing students. Internal access to the project site would be reconfigured through the reconfiguration of the existing parking lots E7 and G15, new fire lane and access lanes, and inclusion of drop-off/loading zones and a service area for delivery and waste hauling. However, these changes would be located within the boundaries of the CSULB campus to serve the existing and planned student population.

The proposed project would also include the operation of a clinic in cooperation with a local Clinical Healthcare provider. The clinic would deliver public clinical care and support clinical education, and would not result in population growth. Therefore, the proposed project would not induce substantial unplanned population growth in an area, either directly or indirectly. No impact would occur.

***b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

**No Impact.** The proposed project would involve construction of a new three-story building for the CHHS to replace the existing PH1 building and FO4 and FO5 temporary office buildings as well as a public clinic to be operated in cooperation with a local Clinical Healthcare provider. The proposed project would not displace any existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

## 3.15 Public Services

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | | | | |
| i) Fire protection? | | | | X |
| ii) Police protection? | | | | X |
| iii) Schools? | | | | X |
| iv) Parks? | | | | X |
| v) Other public facilities? | | | | X |

### Existing Setting

The police protection services on campus are provided by the University Police Department. CSU Police Officers are sworn law enforcement officers under California Penal Code, Section 830.2, and in compliance with State statute, meet the peace officer standards and training requirements mandatory for all California law enforcement officers. These sections give these law enforcement officers their authority to arrest. The University Police Department is located at the south end of parking lot 11C, on the eastern side of campus. A substation is located at the University Student on the second floor, outside level. The University Police Department has a mutual aid agreement with the Long Beach Police Department which defines and details operational authority pursuant to Kristin Smart Campus Safety Act of 1998, SB 1729. The Long Beach Police Department has a staff of approximately 1,500 employees. The closest facility to the campus, the East Bureau, is located about one mile to the northwest, at Los Coyotes Diagonal and Park Avenue.

Fire protection services are provided by the Long Beach Fire Department. Fire Station No. 22 is located at the northeast corner of campus, at the southwest corner of Atherton Street and Palo Verde Avenue, providing service to campus with minimal response time. Other stations in the vicinity include Fire Station Nos. 4, 17, and 18. University buildings are equipped with smoke detectors and fire alarms which are set to provide both visual and audio alarms in the event a fire is detected, or a fire alarm pull station is activated. If a fire is identified, University Police will

institute an emergency response and contact the Long Beach Fire Department, if necessary. All fire equipment at the University is maintained in accordance with State and local regulations.

The campus provides necessary facilities to accommodate the current and projected student enrollment. The University provides recreation and wellness facilities and open space within the campus to serve the current and projected student enrollment. The campus also provides for adequate student and faculty support facilities including library, food/dinning, student housing, parking structures, and other facilities.

**Discussion**

***a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

***i) Fire Protection?***

**No Impact.** The Long Beach Fire Department would continue to provide fire protection services to the project site. The University will continue to implement fire safety training and response procedures to facilitate fire suppression. The proposed surge spaces during the construction phase and the proposed CHHS building and parking lot that would be in operation after the proposed project is complete would continue to include all necessary ingress and egress for traffic circulation and emergency response, and would comply with all applicable requirements for construction, access, water mains, fire flows, and life safety requirements. The proposed project would not result in population growth within the area (see Section 3.14, Population and Housing). The proposed project does not result in the need for new fire protection facilities, the construction of which would result in significant adverse effects, in order to maintain acceptable response times, service ratios, or other performance objectives. Enhanced operating procedures, incorporation of required fire suppression and safety features, and continued emergency response training will work to minimize increased demand for services. No impact would occur.

***ii) Police Protection?***

**No Impact.** The gradual growth in student enrollment on campus will result in an incremental increase in demand for police protection services, and therefore, the University will ensure that any needed additional University Police Department personnel will be provided. The University will continue to cooperate and participate in mutual aid arrangements with the Long Beach Police Department. The proposed surge spaces during the construction phase and the proposed CHHS building and parking lot, including access and internal site circulation plans, would be reviewed with regards to security objectives and police mobilization purposes, and to ensure adequate ingress/egress for emergency vehicles. The proposed project would be incorporated into the University's security and emergency response plans to ensure appropriate access for police and emergency response. The proposed project may include passive and/or active security systems, and/or other measures, to minimize the need for new security personnel. The proposed project would not result in population growth within the area (see Section 3.14, Population and Housing). Therefore, no major new local or regional facilities will be required, the construction of which would result in significant adverse effects. No impact would occur.

***iii) Schools?***

**No Impact.** The proposed project would serve the existing campus population and would not result in the generation of new students. The clinic would be operated in coordination with a local Clinical Healthcare provider, and thus, would include employees drawn from the local area. As such, it is not anticipated that the clinic would generate demand for schools as any employees with school-aged children would be expected to be served by the existing school district. Therefore, the demand for schools would not substantially increase. No impact would occur.

***iv) Parks?***

**No Impact.** The proposed project would be constructed entirely within CSULB boundaries. The proposed project would consolidate the CHHS and serve existing students and, through the public clinic, the community and would not result in population growth (see Section 3.14, Population and Housing) that could increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, the proposed project would not result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

***v) Other Public Facilities?***

**No Impact.** The proposed project would provide the necessary facilities to accommodate the projected student enrollment and associated support services. The proposed project would serve the existing campus population and would not result in the generation of new students. Additionally, the proposed project would provide clinical skills spaces through operation of a public clinic in cooperation with a local clinical partner, which would alleviate demands on similar services within the community. As such, the proposed project would not generate additional demand for other public facilities. No impact would occur.

## 3.16 Recreation

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | | | | X |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | | | | X |

### Existing Setting

CSULB contains several existing on-campus athletic and recreational facilities, which serve the existing student population. These include a baseball field, a track, an aquatics center, tennis courts, a soccer field, sand courts for beach volleyball, a softball complex, and the Walter Pyramid, which hosts basketball and indoor volleyball. The project site is located on the CSULB campus and is currently occupied by the existing PH1 building and FO4 and FO5 temporary office buildings. The potential construction laydown and equipment storage areas would be located within surface parking lots and a landscaped area. The potential temporary surge space areas would be provided by new temporary modular buildings located at a number of locations on campus. The locations would be existing lawn areas to avoid impacts to parking and pedestrian circulation.

### Discussion

***a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?***

**No Impact.** The proposed PH1 replacement building, public clinic, and associated parking lot would be constructed entirely within CSULB boundaries. The proposed project would consolidate the CHHS and serve existing students and would not result in population growth (see Section 3.14, Population and Housing) that could increase the use of existing neighborhood and regional parks or other recreational facilities. Therefore, the proposed project would not result in the increased use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. No impact would occur.

***b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?***

**No Impact.** The proposed project would involve construction of a new three-story building for the CHHS to replace the existing PH1 building and FO4 and FO5 temporary office buildings as well as a public clinic. The proposed project would not include any recreational facilities and would not result in population growth (see Section 3.14, Population and Housing) that could increase the use of recreational facilities such that construction or expansion of recreational facilities would be required. No impact would occur.

## 3.17 Transportation

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? | | X | | |
| b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)? | | | X | |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | X | | |
| d) Result in inadequate emergency access? | | X | | |

### Existing Setting

The University campus is generally bordered by Atherton Street to the north, Palo Verde Avenue to the east, 7th Street to the south and Bellflower Boulevard to the west. Regional access is provided by Interstate 405 (I-405) with interchanges at Bellflower Boulevard and Palo Verde Avenue. State Route 22 (SR-22) terminates at 7th Street just to the southeast of campus with additional access provided at Studebaker Road. Direct access to Interstate 605 (I-605), which terminates to the northeast of CSULB, is provided via SR-22. Pacific Coast Highway runs diagonally past the University's southwest side as well.

CEQA Guidelines in Section 15064.3 specify that vehicle mile traveled (VMT), the amount and distance of automobile travel due to a project, is the most appropriate measure of transportation impacts. The CEQA Guidelines changes also indicate that a project's effect on automobile delay shall not constitute a significant environmental impact, except possibly when analyzing a transportation project. Given that, an updated project-level analysis to assess level of service was not conducted for the proposed project. However, an assessment of VMT was conducted in accordance with the 2019 CSU Transportation Impact Study Manual (TISM), which provides procedures for screening out projects from detailed VMT analysis and for conducting detailed analysis, if a project is not screened out (refer to Appendix F of this IS/MND). According to the TISM, the following types of projects can be screened from project-level assessment on the basis of certain characteristics (e.g., location) because it can be assumed such project types would not result in significant VMT impacts. These project types and screening attributes, which are noted below, have the potential to decrease the number of trips and/or the trip length around their development, further decreasing VMT.

- Development in Transit Priority Areas (TPA[12]);
- Development in a low-VMT generating area of the city, sub-region, or region; or
- On-campus housing serving students, faculty, and staff.

**Discussion**

***a) Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

**Less Than Significant With Mitigation Incorporated.** The proposed project would construct a new 137,072 GSF, three-story building for the CHHS to replace the existing PH1 building and the FO4 and FO5 temporary office buildings. The replacement facility would occupy the PH1 and FO5 building footprints. The proposed project also includes a new clinic to be operated in cooperation with a local clinic partner. The clinic would operate Monday through Friday from 8:00 a.m. to 5:00 p.m., and would not have an urgent care component. It is anticipated that the clinic would generate approximately 564 daily trips, including 52 morning peak hour trips and 63 evening peak hour trips. During evenings and weekends, the clinic spaces would be used for other educational purposes. FO4 would be demolished and replaced with a surface parking lot that would provide approximately 45 new dedicated parking spaces for the clinic, which would be available for use by the campus outside of clinic hours. Temporary surge spaces would be erected during project construction in order to house displaced student and faculty programs and space needs. Surge spaces would be located on existing lawn areas to avoid impacts to parking and pedestrian circulation. Construction-related traffic impacts were analyzed in the 2008 EIR and were found to be less than significant with the implementation of the following mitigation measures:

Construction Traffic and Parking Mitigation Measures

1. A flag person will be employed as needed to direct traffic when heavy construction vehicles enter the campus from Bellflower Boulevard, Palo Verde Avenue, 7th Street, and Atherton Street.

2. Construction trucks will avoid travel on residential areas to access campus and use the City of Long Beach designated truck routes to travel to and from campus.

3. Construction-related truck traffic will be scheduled to avoid peak travel time on the I-405 and I-605 freeways, and State Route 22 (SR-22), as feasible.

4. If major pedestrian or bicycle routes on campus are temporarily blocked by construction activities, alternate routes around construction areas will be provided, to the extent feasible. These alternate routes will be posted on campus for the duration of construction.

[12] TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal serviced by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15 minute or better).

5. If any bus stop or other transit facility on campus is obstructed by construction activity, the University, in cooperation with the transit service providers, will temporarily relocate such transit facility on campus as appropriate.

With adherence to the applicable mitigation measures described in the 2008 EIR, impacts of the proposed project on construction-related traffic would be less than significant. Additionally, a vehicular and pedestrian traffic management plan would be developed and approved prior to the start of construction. Lastly, as determined in the 2008 EIR, all Master Plan impacts related to internal circulation, parking, transit, and pedestrian/bicycle transportation would be less than significant.

***b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

**Less Than Significant Impact.** The PH1 replacement building would include faculty space, student collaboration space, teaching labs, research labs, administration space, a medical simulation center, and a clinic to be operated in cooperation with a local Clinical Healthcare provider. The project also proposes a surface parking lot. FO4 would be demolished and replaced with a surface parking lot that would provide approximately 45 new dedicated parking spaces for the clinic, which would be available for use by the campus outside of clinic hours. The proposed project does not include substantially more parking than required, such that it discourages transit use by making it too convenient to drive.

The proposed project is located in the Long Beach TPA (see Figure 3.17-1). The TPAs are defined as development located within a one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor. The project site is located where the access to transit is within a one-half mile walking distance, and the proposed project would not negatively impact transit, bike, or pedestrian infrastructure. In addition, according to CEQA Guidelines Section 15064.3(b)(1), "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." Therefore, the proposed project can be screened from project-level VMT assessment and is presumed not to result in a significant VMT impact. In addition, the proposed project includes a medical clinic facility which is anticipated to primarily contribute to and support local community needs, and therefore mostly generate trips within the local area. Since the majority of the clinic patients are expected to come from within a 5-mile radius[13], the proposed project can reasonably be expected to reduce trips for local community residents to other clinics located outside of the service area and would therefore decrease VMT compared to existing conditions. As such, for VMT assessment at the cumulative level, the proposed project would not have a significant impact on regional or City VMT. Therefore, the proposed project would not conflict with CEQA Guidelines Section 15064.3 (b). Impacts would be less than significant.

[13] According to the information obtained from the clinic partner, the majority of the clinic patients will come from within 5 miles of the clinic, based on how the clinic partner distributes their clinics. Cities located within a 5-mile radius include Long Beach, Signal Hill, Lakewood and Cypress.

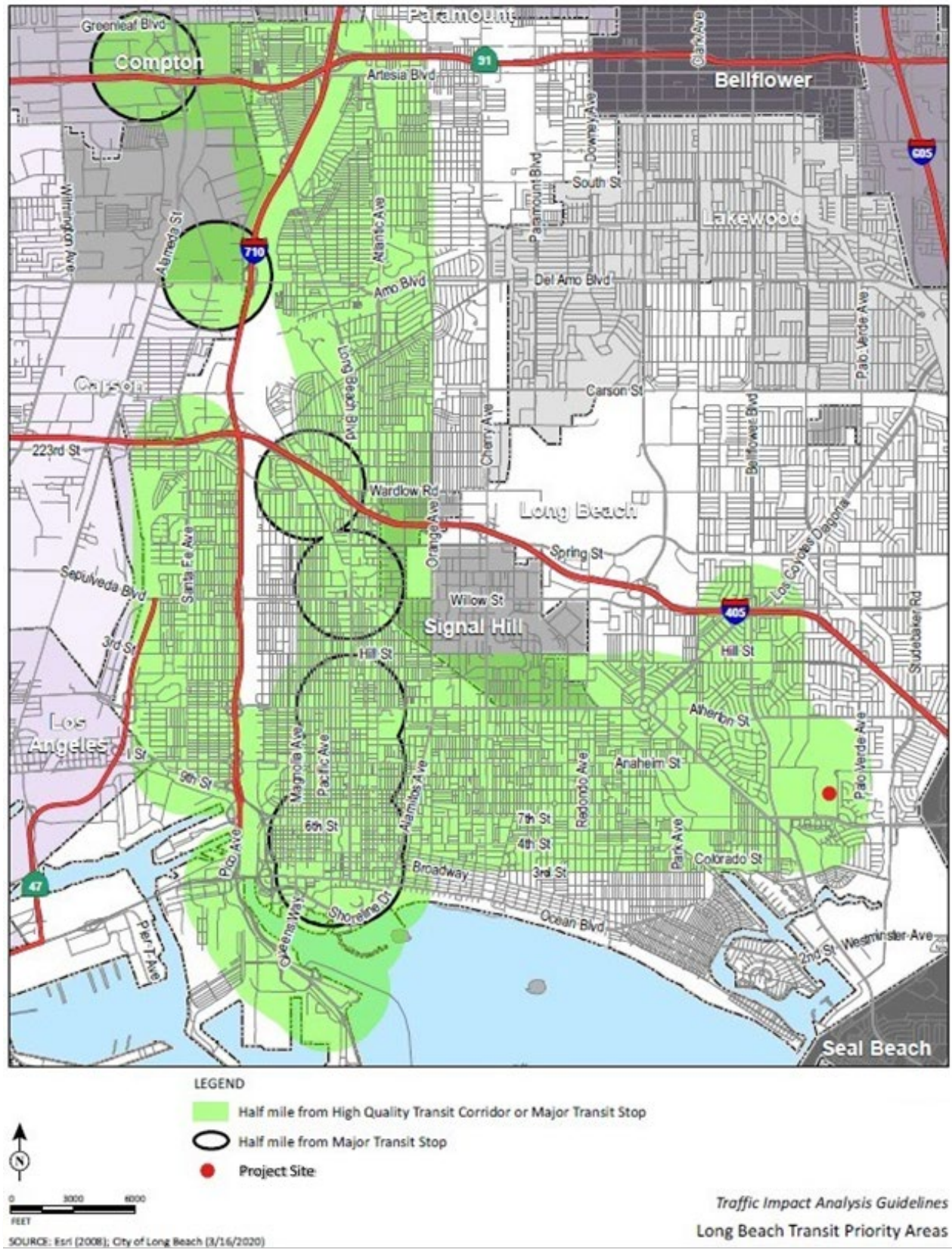



**Figure 3.17-1**
**Long Beach Transit Priority Areas**

***c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

**Less Than Significant With Mitigation Incorporated.** The proposed project would retire buildings with high-deferred maintenance backlogs, accessibility issues, and hazardous material abatement needs, and consolidate the CHHS, which is currently dispersed across campus in eight buildings, into a single new three-story building, that includes a public teaching clinic, to support the growing demand for innovative instructional and research space and adaptable student resources. The proposed project would not include a geometric design feature such as sharp curves or dangerous intersections and would not provide for any uses that might be incompatible with nearby on- and off-campus uses. FO4 would be demolished and replaced with a surface parking lot that would provide approximately 45 new dedicated parking spaces for the clinic, which would be available for use by the campus outside of clinic hours. In addition, existing parking at parking lots E7 and G15 would be reconfigured. A new drop-off/loading zone would be designated to serve the clinic. New fire lanes and access lanes would be required, as well as a service area for delivery and waste hauling. The clinic and associated parking would be accessed by the public directly from East Campus Drive. An anticipated building loading dock would be accessed from East Campus Drive. The loading dock would be set back approximately 150 feet from East Campus Drive, separated by parking lot E7.

Construction traffic could contribute to roadway hazards due to the large volume of trucks and construction activity moving in and out of the streets and the haul routes along State Round 22 and Interstate 605. The traffic increases related to the project construction would be transitory and temporary; and a vehicular and pedestrian traffic management plan would be prepared prior to the start of construction. The vehicular and pedestrian traffic management plan would be developed and approved prior to the start of construction. With adherence to the applicable mitigation measures described in the 2008 EIR (see response to Checklist question 3.17a), impacts of the proposed project on roadway hazards would be less than significant.

***d) Would the project result in inadequate emergency access?***

**Less Than Significant With Mitigation Incorporated.** Temporary partial and full closures of East Campus Drive would only be required for construction equipment and material deliveries and similar activities. The temporary closures would occur as needed, during construction hours, or for an extended period of specific activities, such as utilities trenching. Vehicular traffic would reroute to another campus entry point, such as West Campus Drive, Beach Drive, Merriam Way, or State University Drive. Emergency vehicles have access to the interior of the campus by using restricted routes and service roads and paths. Pedestrian would be detoured using interior campus pathways. Additionally, dual-use paths for pedestrian primacy are structurally and dimensionally capable of supporting emergency vehicles. The vehicular and pedestrian traffic management plan would provide for flagman to manage vehicle traffic and ensure that emergency access is maintained in the vicinity of construction activities. With adherence to the applicable mitigation measures of the 2008 EIR (see response to Checklist question 3.17a) and the vehicular and pedestrian traffic management plan, potential conflicts/impacts between emergency vehicle and construction activities and other emergency access would be less than significant level.

Operation of the proposed project would not result in inadequate emergency access; a new fire lane is proposed to connect to the existing fire lane on parking lot E7. Lastly, the proposed project would follow the State University Administrative Manual which requires the State Fire Marshal to review all projects prior to implementation. As such, the proposed project would not result in inadequate emergency access. Impacts would be less than significant.

## 3.18 Tribal Cultural Resources

| **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:** | **Potentially Significant Impact** | **Less Than Significant with Mitigation Incorporated** | **Less Than Significant Impact** | **No Impact** |
|---|---|---|---|---|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? | | X | | |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | | X | | |

### Existing Setting

Tribal cultural resources are defined by the California Public Resources Code (PRC) Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in a local register of historical resources, or a resource determined by the Lead Agency, in its discretion and supported by substantial evidence, to be significant. Historical resources, unique archaeological resources, or non-unique archaeological resources may also be tribal cultural resources if they meet these criteria.

The analysis in this section is based in part on a Scared Lands File (SLF) search conducted by the California Native American Heritage Commission (NAHC), project notification letters submitted by CSULB to Native American individuals and organizations, and follow-up Native American consultations pursuant to Assembly Bill 52 (AB 52), as well as information contained in the Cultural Resources Technical Memorandum prepared for the proposed project and provided in Appendix B2 of this MND. AB 52 requires that California lead agencies consult with a California

Native American tribe that is traditionally and culturally affiliated with the geographic area of a proposed project, if so requested by the tribe.

The NAHC maintains a confidential SLF, which contains records of sites of tradition, cultural, or religious value to the Native American community. The NAHC was contacted on November 22, 2021. The letter requested that an SLF check be conducted for the proposed project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the project site. The NAHC responded to the request in a letter sent via email and dated January 4, 2022. The letter stated that the SLF search had been conducted, and: "The results were positive. Please contact the tribes on the attached list for more information." The letter also provided a list of Native American groups to contact for their interests in this proposed project. The list named 11 tribes who may also have knowledge of cultural resources in the project area.

Additionally, a records search was requested from the SCCIC on March 6, 2019, of the entire CSULB campus and within a 0.5-mile radius of the campus records at the SCCIC housed at California State University, Fullerton. This includes data on prehistoric sites, historic sites, multicomponent sites, prehistoric isolates, historic period isolates, and historic built resources within the project site and a 0.5-mile radius around it. The records search results indicate that 48 cultural resources studies have been conducted within a 0.5-mile radius of the project site. Ten of these studies, LA-491, LA-4270, LA-4275, LA-4276, LA-4277, LA-4355, LA-6160, LA-8495, LA-8497, and LA-8498 overlap the project site. These studies include cultural resources surveys, inventories, testing plans and results, ethnographic studies, cultural resource management plans, cultural design and implementation guidelines, and environmental impact reports. Dates of investigation range from 1977 to 2003. The entirety of the project site has been previously surveyed. Approximately 50 percent of the study area has been previously surveyed. Additionally, the records search revealed that a total of 30 previously recorded cultural resources have been documented within 0.5 miles (800 meters) of the project site. Out of these, 24 are prehistoric, 4 are historic, and 2 are multicomponent sites. One resource, P-19-002616, is located within the project area, in the vicinity of the proposed surge building site. None are within the project site boundaries at PH1, FO4, or FO5, however P-19-120048 is in the vicinity (confidential location) of FO4. There is a possibility that subsurface components overlap this portion of the primary project site area.

**Discussion**

***a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?***

***b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of the Public Resources Code Section 5024.1? In applying the criteria***

***set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?***

**Less Than Significant With Mitigation Incorporated (a-b).** Pursuant to the requirements of AB 52 requiring government-to-government consultation, CSULB, as the lead agency, sent consultation notification letters via certified mail to Native American groups geographically and culturally affiliated with the project site, that have requested to consult on project within the CSULB campus, on December 14, 2021. The letters included a description of the proposed project, the description of the project location, and a notification of the type of consultation being initiated. To date, CSULB has received four responses from three of the Native American groups regarding consultation, the details of which are provided below.

The Gabrieleno Band of Mission Indians-Kizh Nation responded on December 14, 2021, stating that the project site is located within the tribe's traditional ancestral territory and requested formal government-to-government consultation. A consultation meeting date of February 10, 2022, with the Gabrieleno Band of Mission Indians-Kizh Nation was made but has been postponed. Consultation is on hold until CSULB and the Kizh Nation meet. CSULB contacted Kizh Nation to close the consultation on April 12, 2022; however, Kizh Nation asked for additional time to provide information related to the tribal cultural resources. CSULB followed up on April 18, 2022; however, Kizh Nation responded on May 19, 2022, and indicated that they need additional time. In order to move forward with the timeline of the proposed project, CSULB provided the draft mitigation measures for Kizh Nation's review on May 19, 2022, and indicated that there will be opportunity to provide comments on the proposed project during the 30-day public review period.

Robert Dorame (Chairman) of the Gabrielino Tongva Indians of California Tribal Council responded on December 15, 2021, that the tribe recommends that the area will need to be monitored by their tribe as it is culturally sensitive. The tribe provided tribal history and treatment plans. CSULB responded on December 17, 2021, that there will be monitoring on the project site by culturally affiliated tribes and that the request was received. CSULB further indicated that other tribes associated with the land have also requested monitoring and that monitoring will be determined at a later date when the start of construction is closer. Consultation was closed on April 20, 2022. Christina Conley (Tribal Consultant and Administrator) responded to an email sent January 11, 2022, that the tribe would like to defer to the Gabrielino Tongva Tribe, led by Cindi Alvitre, for comments on the proposed project. Cindi Alvitre was emailed on February 24, 2022, to ask whether the tribe would like to set up a meeting or provide comments. To date there has been no response to this correspondence to Ms. Alvitre. CSULB closed consultation on April 20, 2022.

The Juañeno Band of Mission Indians – Acjachemen Nation responded on January 20, 2022, that the tribe would like to be consulted and asked for information about the extent of expected ground disturbance and any proposed mitigation measures. On February 9, 2022, CSULB responded with a Project Description including more details of the proposed project and indicated that mitigation measures would be forthcoming. Mitigation measures were provided on May 18, 2022, and they were approved by the Juañeno Band of Mission Indians – Acjachemen Nation on May 19, 2022. Consultation was closed on May 19, 2022.

No identified tribal cultural resources as defined in PRC section 21074(a)(1) that are listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC section 5020.1 (k) have been identified by tribes within the project site. However, should any unanticipated prehistoric archaeological resources be

encountered during construction and determined during consultation between the Tribes and CSULB to potentially be tribal cultural resources, PRC section 21084.3 would apply. Should CSULB determine that the proposed project may cause a substantial adverse change to a tribal cultural resource, CSULB will need to consider avoidance and preservation of the resources as well as mitigation measures outlined in PRC section 21084.3(b)(1)–(4), which can be considered to avoid or minimize the significant adverse impacts.

In addition to PRC section 21084.3, the campus is required to implement the already adopted mitigation measures contained in the Mitigation Monitoring and Reporting Program for the 2008 EIR, which are provided in the Cultural Resources section of this document as Mitigation Measures 1 through 5, as well as an additional cultural resources mitigation measure (CR-1), which will provide for protection for the known archaeological site within the northeastern proposed surge building site, and the archaeological site in the vicinity of FO4. These mitigation measures require Native American and archaeological monitoring of project related ground disturbing activities; training of project construction personnel prior to the commencement of construction regarding recognition and importance of cultural artifacts that may be encountered; work stoppage in the event that archaeological resources are encountered; and protocols to be followed in the event human remains are encountered. With adherence to the applicable mitigation measures described in the 2008 EIR and the new project specific mitigation measure (CR-1), impacts of the proposed project on tribal cultural resources would be less than significant.

## 3.19 Utilities and Service Systems

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects? | | | X | |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | X | | |
| c) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | | | X | |
| d) Generate solid waste in excess of state or local standards, or in excess of the future capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | | X | | |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | | X |

### Existing Setting

Water service is provided to the University campus by LBWD. Sewer treatment and connections to City of Long Beach and Los Angeles County Sanitation District (LACSD) facilities are also provided. Stormwater drainage is collected by on-campus facilities and conveyed off-site to City of Long Beach and regional drainage facilities and systems. Solid and hazardous waste is collected by the University for recycling and disposal at Puente Hills Materials Recovery Facility.

**Discussion**

***a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects?***

**Less Than Significant Impact.** The replacement building would incorporate energy-efficient, sustainable, water and waste efficient, and resilient features to achieve an NZE Rating and a LEED Gold, or better, building rating. The building envelope would be configured to maximize daylighting and exterior views. Existing building-serving utilities, including storm drain, electrical, heating, cooling, water, and wastewater, would be removed and replaced to appropriately serve the new building. Proposed surge spaces to support current student and faculty activities would require connection to all utilities on campus; however, these spaces would be temporary and would support the existing campus population. Surge space use, once disconnected, would be transferred to utilities usage within the new replacement building. As such, the project would not permanently require or result in the relocation or construction of new or expanded facilities. Impacts would be less than significant.

***b) Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?***

**Less Than Significant With Mitigation Incorporated.** The proposed project would replace an under-utilized structure with a new building to help meet the University's needs and the demands of future growth in student enrollment. The proposed project would utilize on-site reclaimed water when applicable. It will also be designed to meet LEED Gold standards for water efficiency and resiliency. Recommendations under the University's Utility Infrastructure Master Plan would be implemented regarding water usage when possible. Implementation of these improvements will ensure that water distribution systems are adequate to accommodate the projected growth in student enrollment. Construction of major new local or regional facilities will not be required. Nevertheless, the proposed project would comply with the following 2008 EIR mitigation measures related to water use.

Water Use Mitigation Measures

1. The use of reclaimed water for irrigation will continue to be expanded to the extent feasible.

2. The University will continue to implement policies and programs to reduce water use, such as installation low-use water fixtures, waterless urinals, and other features.

3. The University will continue to coordinate with the Long Beach Water Department to reduce water use during water supply shortages.

With adherence to the applicable mitigation measures regarding water use described in the 2008 EIR, impacts of the proposed project on water supply would be less than significant.

***c) Would the project result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

**Less Than Significant Impact.** The proposed project would replace an under-utilized structure with a new building to help meet the University's needs and the demands of future growth in student enrollment. This would result in increased demand in wastewater treatment. Wastewater on campus is conveyed by University sewers to LBWD and LACSD lines for treatment at Joint Water Pollution Control Plant in Carson or the Long Beach Water Reclamation Plant. These regional facilities have adequate capacity to accommodate increased flows from campus. Any hazardous liquids generated by the proposed project would be treated and disposed in accordance with the University's procedures. Impacts would be less than significant.

***d) Would the project generate solid waste in excess of state or local standards, or in excess of the future capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?***

**Less Than Significant With Mitigation Incorporated.** The proposed project would replace an under-utilized structure with a new building to help meet the University's needs and the demands of future growth in student enrollment. Demolition of existing facilities and construction of the new facilities and associated infrastructure improvement would generate construction materials waste. This would result in increased demand in solid waste facilities. However, the replacement building would incorporate waste efficient and resilient features to achieve a LEED Gold Rating. The University operates a very aggressive recycling program, resulting in diversion rates above 70 percent on campus; the recycling and diversion programs will continue to be implemented with the proposed project. Thus, increased solid waste from project implementation would be minimal and would continue to be accommodated by Puente Hills Materials Recovery Facility. Nevertheless, the proposed project would comply with the following 2008 EIR mitigation measures related to solid waste.

Solid Waste Mitigation Measures

1. Demolition and construction inert materials, including vegetative matter, asphalt, concrete, and other recyclable materials will be recycled to the extent feasible.

2. Demolition materials that contain hazardous substances will be disposed of at certified disposal facilities in strict compliance with all applicable regulations.

With adherence to the applicable mitigation measures regarding solid waste described in the 2008 EIR, impacts of the proposed project on solid and hazardous waste facilities would be less than significant.

***e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

**No Impact.** The proposed project would result in increased waste generation and increased demand in solid waste facilities. However, the proposed project would continue to comply with the University's solid waste reduction programs, including recycling, reuse, and required diversion. Additionally, the proposed project, as a campus project, would comply with all pertinent regulations regarding solid waste. No impact would occur.

## 3.20 Wildfire

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | | X |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildland fires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | | X |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment? | | | | X |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | | | | X |

### Existing Setting

According to the California Department of Forestry and Fire Protection Fire Hazard Severity Zone Maps, the City of Long Beach and project site are not located in a state responsibility area or lands classified as very high fire severity zones[14].

### Discussion

***a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

**No Impact.** The project site is not located in a state responsibility area or lands classified as very high fire severity zones. The proposed PH1 replacement building and associated parking lot would be located in an urbanized area within the boundaries of the CSULB campus. Temporary partial and full closures of East Campus Drive would only be required for construction equipment and material deliveries and similar activities. However, these temporary closures would be within the campus boundaries and emergency access would not

[14] California Department of Forestry and Fire Protection (CAL FIRE), 2007, Fire Hazard Severity Zones in SRA, available at: https://osfm.fire.ca.gov/media/6705/fhszs_map19.pdf

be prohibited. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

***b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildland fires risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

**No Impact.** The project site is not located in a state responsibility area or lands classified as very high fire severity zones. Therefore, the proposed project would not exacerbate wildland fires risks, and thereby exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

***c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may result in temporary or ongoing impacts to the environment?***

**No Impact.** The project site is not located in a state responsibility area or lands classified as very high fire severity zones. Therefore, the proposed project would not install or maintain infrastructure that may result in temporary or ongoing impacts to the environment. No impact would occur.

***d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

**No Impact.** The project site is not located in a state responsibility area or lands classified as very high fire severity zones, nor is it located in an exceptionally hilly area. Therefore, the proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur.

## 3.21 Mandatory Findings of Significance

| Would the project: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | | X | | |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | | X | | |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | | X | | |

**Discussion**

***a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

**Less Than Significant With Mitigation Incorporated.** As noted in Section 3.4, the project site is fully developed in an urban setting that does not support habitat for special-status plant or wildlife species. However, there is a potential for impact to occur to raptors or other nesting birds during construction activities or tree removal. Implementation of best management practices specified in the CSULB Nesting Bird Guidance document in combination with the

lack of suitable habitat onsite would prevent the potential for substantial reduction of fish or wildlife species or population, or plant or animal community. Impacts would be less than significant.

As noted in Section 3.5, although there are no built resources within the project site that could qualify as historical resources, the campus is the location of several archaeological sites. There is moderate to high potential that archaeological resources would be encountered during ground-disturbing activities for the proposed project. Hence, mitigation measures from Section 3.5 would be implemented to ensure that impacts related to inadvertent discovery of cultural resources would be reduced to less than significant. Section 3.7 stated that paleontological resources have not been identified on the CSULB campus and Section 3.18 stated that no identified tribal cultural resources have been identified by tribes within the project site. However, the campus is required to implement the already adopted mitigation measures as well as the additional cultural resources mitigation measure mentioned in Section 3.5. Therefore, implementation of the mitigation measures from Section 3.5 would ensure that impacts related to inadvertent discovery of paleontological resources and tribal cultural resources would be reduced to less than significant.

***b) Does the project have impacts that are individually limited, but cumulatively considerable?***

**Less Than Significant With Mitigation Incorporated**. Based on the analysis provided in this IS/MND, the proposed project would not result in new cumulatively considerable contributions to cumulatively significant impacts not already disclosed in the 2008 Master Plan EIR since all potentially significant impacts would be less than significant based on compliance with regulatory requirements, implementations of best management practices, and mitigation measures identified in this IS/MND. Impacts during construction would be short-term, temporary, and localized to the project site. The proposed project would not affect overall campus enrollment and is consistent with the development potential identified in the 2008 Master Plan Update. All project construction and operational impacts would be mitigated to a less than significant level.

***c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?***

**Less Than Significant With Mitigation Incorporated.** Implementation of the proposed project would not result in any impacts that are significant and unavoidable or cumulatively considerable, including those related to hazardous materials, emergency response, proximity to airport activities, or transportation hazards. The implementation of the mitigation measures identified herein would reduce all potentially significant impacts to a less than significant level. Therefore, the proposed project would not result in impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

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