

Subject: Re: School Site Selection and Approval Guide Prepared by School Facilities Planning Division California Department of Education

From: Katrina Bacallao

To:

Date: Monday, September 29, 2014 3:11 PM

I went over this with the team in Sacramento who put me in touch with our local constituents in Long Beach. They offered to come to the CC and do a walk thru.

The Board/Pat did not agree to have them do it, so I was not able to pursue it.

There are MANY ways around this ED Code, especially considering our overcrowding issue.

As long as we don't ask for tax payers money, we do not have to follow the State ed code laws....

The main problem is actually the gas/electric/etc. lines that are under Pier Ave.

Miyo, you have my notebook.

It has handwritten notes on a piece of paper in the front of the book.

You can follow the notes and make a call if you want, but they insisted that I had to have a signature from the Board to proceed.

I was not able to get the board or Pat to request permission...

Kat

-----Original Message-----

From: marie rice

Sent: Sep 29, 2014 10:35 AM

To: Jim Prassas , Chris Miller , Kat Bacallao

Subject: School Site Selection and Approval Guide Prepared by School Facilities Planning Division California Department of Education

Hi All,

The Board and Carolyn Petty have used the the proximity to PCH as the rationale to discard Pier Avenue School as an option.

As far as I know, NONE of these studies or consultations were conducted as to preclude Pier Avenue School from being used by the district for classrooms. I found this on the Cal State Ed Facility Guidelines. **Bolds are mine:**

Proximity to Major Roadways

The California Code of Regulations, Title 5, Section 14010(e), states: "The site shall not be adjacent to a road or freeway that any site-related traffic and sound level studies have determined will have safety problems or sound levels which adversely affect the educational program."

Trucks traveling on public roads - including interstate freeways, state highways, and local roads - often contain the same hazardous materials that railcars on railroads contain. Although the quantities of materials being carried on trucks are smaller for a double trailer or tanker in comparison to a railcar, trucks have a greater incidence of accidents, spills, and explosions than do railcars. Moreover, the protective enclosures of a truck are not as strong as are those of a railcar. When evaluating a site near a major roadway, a school district needs to ask questions similar to those used in evaluating risk from rail lines:

1. What is the distance from the near edge of the roadway right-of-way to the site?
2. How heavy is the traffic flow?
3. How many trucks carrying freight use the roadway during the time students and staff are present?
4. Is a safety or sound barrier necessary?
5. How will students coming across the highway get to school safely?

The California Highway Patrol (CHP) maintains records of traffic flow, traffic accidents, and roadway accidents involving hazardous materials. The CHP Commercial Vehicles Section (916-445-865) maintains records on traffic flow and accidents involving hazardous materials. The CHP Safety Net Section (916-375-2838) maintains records on all accidents.