

January 9, 2019 | **Mitigation Monitoring and Reporting Program**

NORTH SCHOOL RECONSTRUCTION

Hermosa Beach City School District

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

The Hermosa Beach City School District (District) is the lead agency for the proposed North School Reconstruction project and has developed this Mitigation Monitoring and Reporting Program (MMRP) to provide a vehicle by which to monitor mitigation measures outlined in the North School Reconstruction Environmental Impact Report (EIR), State Clearinghouse No. 2017021031. The MMRP has been prepared in conformance with the CEQA Guidelines and Section 21081.6 of the Public Resources Code, which states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

The MMRP consists of mitigation measures that avoid, reduce, and/or fully mitigate potential environmental impacts. The mitigation measures have been identified and recommended through preparation of the EIR and drafted to meet the requirements of Public Resources Code Section 21081.6.

1.2 EIR SUMMARY

1.2.1 Project Location

The project is at 417 25th Street in the northern part of Hermosa Beach, Los Angeles County, California. The property is known as the North School site. It is north of 25th Street, east of Myrtle Avenue, south of 26th Street, and west of Valley Park. Morningside Drive dead-ends at the southeast edge of the site and picks up north of the site at the intersection of 26th Street.

1.2.2 Proposed Improvements

The proposed project is the reconstruction of the North School site for its reuse as a public school. The project entails demolition and removal of existing structures and vegetation onsite, extending the development footprint eastward over a vegetated slope, and constructing new school facilities. The proposed improvements would be funded by Measure S, which was approved by the District's constituents in June 2016.

The proposed improvements include construction of a two-story classroom and administration building (main building), multipurpose building, loading and parking areas, play areas, and associated school improvements. The school would have a maximum enrollment capacity of 510 students. An asphalt playground would be developed between the two buildings, and a natural turf field would be installed in the eastern portion of the site; the field would be supported above the grade of the hillside by a retaining wall. A surface parking lot with 46 stalls would be developed in the western portion of the site, and vehicular access to the site would be provided from 25th and 26th Streets.

1.2.3 Operation Schedule

The proposed school would accommodate the District's third- and fourth-grade students. Hermosa View Elementary School program would shift from grades K-3 to K-2. Hermosa Valley School would shift from grades 4-8 to 5-8.

1.3 ENVIRONMENTAL IMPACTS

1.3.1 Impacts Considered Less Than Significant

The EIR identified various thresholds from the CEQA Guidelines among a number of environmental categories that would not be significantly impacted by the proposed project and therefore did not require mitigation. Impacts to the following environmental resources were found to be less than significant:

Agriculture and Forestry Resources

Air Quality

Energy

Greenhouse Gas Emissions

Hazards and Hazardous Materials

Hydrology and Water Quality

Land Use and Planning

Mineral Resources

Population and Housing

Public Services

Recreation

Utilities and Service Systems

1.3.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

Aesthetics, Biological Resources, Cultural Resources, Geology and Soils, Noise and Tribal Cultural Resources were topics identified as having potentially significant impacts that could be reduced, avoided, or substantially lessened through the implementation of a mitigation measure.

1.3.3 Unavoidable Significant Adverse Impacts

Transportation and Traffic was the only environmental resource topic identified as having potentially significant impacts that could not be reduced, avoided, or substantially lessened to acceptable standards.

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2. Mitigation Monitoring Process

2.1 MITIGATION MONITORING PROGRAM ORGANIZATION

Overall MMRP management is the responsibility of the Hermosa Beach City School District. The District's technical consultants (CEQA consultant, noise analyst/specialist, etc.) may perform related monitoring tasks under the direction of the environmental monitor if they are contracted by the District.

2.2 HERMOSA BEACH CITY SCHOOL DISTRICT

As the lead agency, the District is responsible for the review of all monitoring reports, enforcement actions, and document disposition. The District will rely on information provided by individual monitors (e.g., CEQA consultant, noise analyst/specialist) as accurate and up to date, and will field check mitigation measure status, as required.

2.3 MITIGATION MONITORING TEAM

The mitigation monitoring team, consisting of the designated District Project Manager and Technical Consultants (CEQA consultant and noise analyst/specialist), are responsible for monitoring implementation and compliance with all adopted mitigation measures and conditions of approval. A major portion of the team's work is in-field monitoring and compliance report preparation. Implementation disputes are brought to the District's designated Project Manager.

2.3.1 Monitoring Team

The following summarizes key positions in the MMRP and their respective functions:

- **District Project Manager:** Responsible for coordination of mitigation monitoring team, technical consultants, report preparation, and overall program administration and document/report clearinghouse.

- **Construction Contractor:** Responsible for coordination of mitigation monitoring team; technical consultants; report preparation; and implementing the monitoring program, including overall program administration, document/report clearinghouse, and first phase of dispute resolution.
- **Technical Consultants:** Responsible for monitoring in respective areas of expertise (CEQA consultant, project engineer, noise analyst/specialist). Report directly to the District Project Manager.

2.3.2 Recognized Experts

The use of recognized experts on the monitoring team is required to ensure compliance with scientific and engineering mitigation measures. The mitigation monitoring team's recognized experts assess compliance with required mitigation measures, and recognized experts from responsible agencies consult with the District's designated Project Manager regarding disputes.

2.4 ARBITRATION RESOLUTION

If the mitigation monitor determines that a mitigation measure, in the opinion of the monitor, has not been implemented or has not been implemented correctly, the problem will be brought before the District's Project Manager for resolution. The decision of the Project Manager is final unless appealed to the District's Superintendent. The Project Manager will have the authority to issue stop-work orders until the dispute is resolved.

2.5 ENFORCEMENT

Public agencies may enforce conditions of approval through their existing police power, using stop-work orders, fines, infraction citations, or in some cases, notice of violation for tax purposes.

3. Mitigation Monitoring Requirements

3.1 PREMONITORING MEETING

A premonitoring meeting will be scheduled to review mitigation measures, implementation requirements, schedule conformance, and mitigation monitoring team responsibilities.

3.2 CATEGORIZED MITIGATION MEASURES/TABLE

Table 1, *Mitigation Monitoring Requirements*, identifies the environmental impact, specific mitigation measure, schedule, and responsible monitor. The mitigation table will serve as the basis for scheduling the implementation of and compliance with the mitigation measure.

3.3 IN-FIELD MONITORING

Project monitors and technical consultants shall exercise caution and professional practices at all times when monitoring the implementation of the mitigation measure. Protective wear (e.g., hard hat, glasses) shall be worn at all times in construction areas. Injuries shall be immediately reported to the designated District Project Manager.

3.4 COORDINATION WITH CONTRACTORS

The District Project Manager is responsible for coordination with contractors and for contractor completion of required mitigation measures.

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Table 1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
AESTHETICS				
<p>AES-1 Prior to the use of any of the exterior stationary lights during construction and operation of the proposed project, the District and/or its construction contractor shall first test each light source at least 30 minutes after dusk to ensure that the illumination does not create glare or spill into the property lines of adjacent residential uses. All exterior stationary lights used during construction and operation of the project shall be the minimum intensity necessary, fully shielded (full cutoff), and downcast (emitting no light above the horizontal plan of the fixture). The lamp bulb shall not be directly visible from the surrounding residences.</p>	<p>Construction Contractor</p>	<p>Before construction</p>	<p>Construction Contractor</p>	
<p>AES-2 Prior to the first use of the finished parking lot on the west end of the project site, the District and/or its construction contractor shall plant vegetation along the perimeter of the parking lot to reduce potential glare and spill light caused by headlights of vehicles accessing the lot, from entering into the windows of adjacent residential uses. Vegetation shall be selected based the plant's ability to shield vehicle headlights while providing visibility of the proposed parking lot's floor level from the public right-of-way. The vegetation could consist of one or more types of shrubs or vines and shall be non-invasive and drought tolerant. Selection shall be based on the vegetation types' projected growth rate and maintenance, water, sun, and soil requirements. The District may also consider the visual quality of the plant, and its consistency with the proposed improvements. Examples of suitable vegetation types for the perimeter of the parking lot are provided in Table 5.1-1, Vegetation Examples, and Figure 5.1-13, <i>Types of Shrubbery</i>. Individual plants shall be in 5-gallon containers (minimum) to ensure optimum height and maximize growth potential. The final determination shall be made by a landscape architect based on the factors provided above. The plants will be trimmed and maintained in accordance with the school's landscaping schedule.</p>	<p>District and/or Construction Contractor</p>	<p>Prior to first use of the finished parking lot</p>	<p>Construction Contractor</p>	

BIOLOGICAL RESOURCES

<p>BIO-1</p>	<p>A preconstruction nesting bird survey shall be conducted by a qualified biologist (i.e., one with experience conducting nesting bird surveys) to ensure potential impacts to nesting bird species do not occur during the breeding season. The survey shall comply with the conditions in the Migratory Bird Treaty Act and California Fish and Game Code with methods accepted by the US Fish and Wildlife Service and the California Department of Fish and Wildlife to protect active bird/raptor nests. To the extent feasible, vegetation/tree clearing shall take place outside the general avian breeding season (February 1 to August 31). If vegetation clearing and/or tree removal cannot occur outside the general avian breeding season, then a preconstruction survey for avian nesting shall be conducted by a qualified biologist on the project site and within 500 feet of the site within seven calendar days prior to the start of construction. If the biologist does not find any active nests within or immediately adjacent to the impact area, the vegetation clearing/construction work shall be allowed to proceed.</p> <p>If the biologist finds an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted or breeding activities substantially disrupted, the biologist shall delineate an appropriate buffer zone around the nest depending on the sensitivity of the species and the nature of the construction activity. Any nest found during survey efforts shall be mapped on the construction plans. The active nest shall be protected until nesting activity has ended. To protect any nest site, the following restrictions to construction activities shall be required until nests are no longer active, as determined by a qualified biologist: work may proceed if it is (1) at least 500 feet from raptor nests; (2) at least 300 feet from federal- or state-listed bird species' nests; and (3) at least 100 feet from nonlisted bird species' nests. Encroachment into the buffer area around a known nest shall only be allowed if the biologist determines that the proposed activity would not disturb the nest occupants. A qualified biologist shall conspicuously mark the buffer so that vegetation clearing and/or tree removal/trimming does not encroach into the buffer until the nest is no longer active (i.e., the nestlings fledge, the nest fails, or the nest is abandoned, as determined by a qualified biologist).</p>	<p>Qualified Biologist</p>	<p>Seven calendar days prior to start of construction</p>	<p>District</p>	
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CULTURAL RESOURCES					
CUL-1	<p>Prior to the start of construction, Hermosa Beach School District shall retain a qualified archaeologist to monitor ground-disturbing activities. The archaeologist shall attend a meeting with the grading contractor, engineering geologist, grading engineer, and school authorities to establish a protocol for monitoring during all earth-disturbing activities. The meeting shall briefly summarize the prehistoric and historic use of the land, describe the types of cultural resources that may be encountered in the project area, and outline steps to follow in the event a discovery is made. The training shall be developed and presented by a registered professional archaeologist (RPA) and may run concurrently with other environmental training (biological, paleontology, safety training, etc.). The training may be videotaped or presented in an informational brochure for future use by field personnel not present at the start of the project phase. The RPA shall have the authority to stop grading or construction work within 25 feet of any discovery of potential historical or archaeological resources in order to test, analyze, and make a finding of significance under Section 15064.5 of the California Environmental Quality Act Guidelines; develop a plan for recovery, analysis, report, and curation of the recoveries, as appropriate; and report to an accredited and permanent scientific institution, such as the South Central Coastal Information Center and Natural History Museum of Los Angeles County.</p>	Qualified Archaeologist	Prior to the start of construction	District	
CUL-2	<p>Prior to the start of construction, the Hermosa Beach School District shall retain a qualified paleontologist to determine if grading and excavation activities will encounter older Quaternary terrace deposits. If it is determined that older Quaternary terrace deposits will not be encountered, no additional work is required.</p> <p>If it is determined that construction could encounter older Quaternary deposits, the qualified paleontologist shall provide training to the construction staff, including but not limited to the grading contractor, engineering geologist, grading engineer, and school authorities to outline steps to follow in the event that a discovery is made. The paleontologist shall establish a protocol for monitoring during all earth-disturbing activities. The training shall be developed and presented by the paleontologist and may be videotaped or presented in an informal brochure for future use by field personnel not present at the start of the project phase.</p>	Qualified Paleontologist	Prior to the start of construction	District	

	<p>During construction, the paleontologist shall have the authority to halt construction activities to allow a reasonable amount of time to identify potential resources. If paleontological resources are discovered, the construction crew shall immediately cease work in the vicinity of the find. The paleontologist shall prepare a recovery plan in accordance with the Society of Vertebrate Paleontology guidelines (1996), which may include but is not limited to the following: a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination, and a report of findings. Necessary and feasible recommendations in the recovery plan can also be provided by the lead agency and shall be implemented before construction activities resume at the site where the resources were discovered. Any discovered resources shall be curated with the facilities at the Natural History Museum of Los Angeles County.</p>				
GEOLOGY AND SOILS					
GEO-1	<p>The proposed project shall be constructed in accordance with the geotechnical engineering recommendations in the Koury Engineering and Testing Inc. report, "Geotechnical Investigation and Geological Engineering Investigation Report, Hermosa North School 417 25th Street, Hermosa Beach, California 90254," as well as any subsequent geotechnical studies prepared for the proposed project. A geotechnical representative shall review foundation plans prepared for the proposed improvements in accordance with the geotechnical report prior to construction of the improvements. A geotechnical representative shall also be present during construction operations to evaluate implementation of the report recommendations with regard to bearing capacity, settlement, flatwork, slabs-on-grade, temporary excavations, and utility trenches.</p>	Construction Contractor	During construction	District	
NOISE					
N-1	<p>As required by the City of Hermosa Beach Municipal Code Section 8.24.050, construction activities shall not occur outside of the allowable hours. Additionally, the Construction Contractor shall implement the following measures:</p> <ul style="list-style-type: none"> ● At least 30 days prior to commencement of demolition or any other construction activities, notification shall be given to all residents within 500 feet of the project site regarding the planned construction activities. The notification shall 	Construction Contractor	During construction	District	

	<p>include a brief description of the project, the activities that would occur, and the planned duration of activity. The notification shall also include the telephone number of the District's authorized representative to respond in the event of a vibration or noise complaint.</p> <ul style="list-style-type: none"> ● Prior to the beginning of construction activities, a sign shall be posted at the entrance to the job site, clearly visible to the public, that contains a contact name and telephone number of the District's authorized representative to respond in the event of a vibration or noise complaint. If the authorized representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the District. ● To the extent feasible, route all construction-related trips (including worker commuting, material deliveries, and debris/soil hauling) so as to minimize traffic through the neighborhood. ● All heavy construction equipment used on the proposed project shall be maintained in good operating condition, with all internal combustion, engine-driven equipment fitted with intake and exhaust muffles, air intake silencers, and engine shrouds no less effective than as originally equipped by the manufacturer. ● Where feasible, use electrically powered equipment instead of pneumatic or internal combustion powered equipment. ● Where feasible, all stationary noise-generating equipment shall be located as far away as possible from neighboring property lines. ● Prohibit unnecessary idling of internal combustion engines. ● The use of noise producing signals, including horns, whistles, alarms, and bells will be for safety warning purposes only. <p>All the above conditions shall be included on the permit applicant drawings with verification by the District staff. Additionally, all the above conditions shall be verified in the field by the District staff at the project site.</p>			
<p>N-2</p>	<p>Construction Contractor</p>	<p>Before and during construction activities</p>	<p>District</p>	

	<p>Prior to the start of construction activities, the construction contractor shall document, to the extent feasible (and by access granted by individual property owners), the preconstruction baseline conditions by inspecting and reporting on the then-current foundation and structural condition of the off-site buildings and/or structures with ground-based foundations within 50 feet of any construction site boundaries.</p> <p>During construction of the project, vibratory rollers shall not be operated within 30 feet of off-site buildings or other structures, and large bulldozers and loaded trucks shall not be operated within 15 feet of off-site buildings or other structures.</p> <p>During construction, if any vibration levels cause cosmetic or structural damage (including, but not limited to cracks in walls or ceilings [particularly around doors and windows]) to the off-site buildings within 50 feet of the project site, District staff shall immediately issue “stop-work” orders to the construction contractor to prevent further damage. Work shall not restart until the buildings are stabilized and/or preventive measures are implemented to relieve further damage to the building(s).</p>				
TRANSPORTATION AND TRAFFIC					
TRAF-1	<p>The District shall develop a Transportation Management Program to emphasize use, awareness, and safety of public transit, ridesharing, walking, and bicycling to the proposed school site. The program shall consider contracting a bus service to pick up student passengers at each District school and transport them to the next school. The District shall also consider a “Walking School Bus” program to facilitate group walking of children to and from school and/or between schools with one or more adults. The District shall provide information on the availability and benefits of the various travel modes to faculty/staff, students, and parents and offer incentives to faculty/staff for using public transit or carpools.</p>	District	Prior to the start of the school year, annually.	District	
TRAF-2	<p>Half-hour peak traffic impacts at the intersections of Valley Drive Gould Avenue and Ardmore Avenue Gould Avenue shall be improved by one or more of the following:</p> <p>a. Prior to the opening of the proposed school, the District shall stagger the proposed school’s bell schedule so that the starting and ending times for third and fourth grades would be offset by 30 minutes. The staggered schedule would separate arrival and departure times for the two grade levels and reduce peak traffic surge by approximately 50 percent. If the starting and ending times for the two grade levels cannot be staggered by 30 minutes, a smaller, more practical time</p>	District	Prior to the opening of the school	District	

	<p>interval such as 15 minutes shall be implemented.</p> <p>b. If the District cannot stagger the bell schedule by 30 minutes, the District shall pay an ad-hoc, fair-share contribution of 13.3 percent to the City of Hermosa Beach for deployment of traffic control officers or implementation of another economically comparable improvement at Valley Drive Gould Avenue and/or Ardmere Avenue Gould Avenue intersections during the morning arrival and/or afternoon departure peak periods. The traffic control officers or other economically comparable improvement shall be available and/or operable by the first day of school. Deployment of traffic control officers and/or use of another economically comparable improvement shall be reviewed and approved by the City of Hermosa Beach.</p>				
TRAF-3	<p>In conjunction with parking restrictions required to designate City right-of-way, adjacent to the project site on 25th Street and Myrtle Avenue as student passenger loading (see TRAF-4), prior to opening the proposed school, additional parking restriction signage shall be installed on the north side of 25th Street (near 301 25th Street), east side of Myrtle Avenue (near the residence of 301 25th Street), and south side of 26th Street (near 316 and 336 26th Street) to provide a continuous, unobstructed path from the passenger loading areas to the intersection of Gould Avenue and Morningside Drive. The sign shall state, "No Parking, 8 AM to 9 AM & 2:30 PM to 3:30 PM, School Days" (or time periods deemed appropriate based on the staggered bell schedule per Mitigation Measure TRAF-2a). The signs will be subject to review and approval by the City of Hermosa Beach.</p>	District and City of Hermosa Beach	Prior to opening of the school	District and City of Hermosa Beach	
TRAF-4	<p>The following shall be implemented to enhance passenger loading activities:</p> <p>a. Prior to opening the proposed school, the District shall work with the City to designate passenger loading zones on the north side of 25th Street and east side of Myrtle Avenue, adjoining the frontages of the proposed school site. Use of City right-of-way will be subject to review and approval by the City of Hermosa Beach.</p> <p>b. Prior to opening the proposed school, the District shall work with the City to install signs at the passenger loading zones that state: "Passenger Loading & Unloading Only, 8 AM to 9 AM & 2:30 PM to 3:30 PM, School Days" (or time periods deemed appropriate based on the staggered bell schedule per Mitigation Measure TRAF-2a). The signs will be subject to review and approval by the City of Hermosa Beach.</p>	District and City of Hermosa Beach	Prior to opening of the school	District and City of Hermosa Beach	

<p>TRAF-5</p>	<p>To enhance traffic safety and awareness for vehicular, bicycle, and pedestrian movements, the following measures shall be implemented to comply with standards included in the California Manual on Uniform Traffic Control Devices, Part 7, Traffic Control For School Areas:</p> <ul style="list-style-type: none"> a. The District shall prepare a "Pedestrian School Route Plan" to educate parents, students and staff of pedestrian and bicycle safety. The plan shall provide guidance on the preferred travel routes and locations to cross-streets based on the existing and proposed traffic control devices and crosswalks. The Pedestrian School Route Plan shall include the City-prepared School Routes Plan (Figure 5.12-7, Safe Routes to School Network) and shall be completed prior to the opening of the proposed school. The plan shall be distributed to students and parents at the beginning of each school year and to all new students/parents who begin school midyear. It shall also be available on the school's website as a public outreach tool. b. The District shall prepare a "Recommended Vehicle Travel Routes Map" (see Figure 5.12-6, Recommended Vehicle Travel Routes to School) to limit two-way travel on streets in the immediate vicinity of the proposed school site. The map of vehicle travel routes to school shall be completed and available for distribution to students and parents by the first day of school; it shall be made available on the school's website as a public outreach tool. c. To maximize the number of passenger loading spaces at the proposed school, limit vehicle stacking on adjacent streets, and improve pedestrian safety on streets adjoining the project site, the District shall prepare and implement a "Pedestrian Monitoring and Assistance Plan" by the first day of school that includes: <ul style="list-style-type: none"> i. Assignment of adult personnel and volunteers at the passenger loading zones on the north side of 25th Street and east side of Myrtle Avenue to control, direct, and guide students as they walk to and from school grounds. ii. Procedures for the adult personnel and volunteers include but are not limited to: <ul style="list-style-type: none"> A. Directing vehicles to stop at the spaces at the front of the passenger loading zones, when unoccupied, to facilitate vehicle flow. B. Creating a vehicle valet system, such as opening car doors. 	<p>District and City of Hermosa Beach</p>	<p>Prior to opening the school</p>	<p>District and City of Hermosa Beach</p>	
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<p>C. Discouraging students from crossing 25th Street in front of the school, including at the intersection of Silverstrand Avenue.</p> <p>D. Directing students using the Myrtle Avenue passenger loading zone to access school grounds from the entry on 26th Street, at the eastern perimeter of the proposed school parking lot.</p> <p>d. The District, in conjunction with the City of Hermosa Beach, shall create a working group—including but not limited to representatives from the City and District—to prepare and implement an ongoing Neighborhood Traffic Management Plan (NTMP) to identify operational traffic concerns on adjacent streets and ways to manage them accordingly. Development of the NTMP shall begin at least nine months prior to the opening of the proposed school to ensure its timely completion prior to the opening of the proposed school. The NTMP shall be updated as needed to meet its purpose to improve pedestrian, bicycle, and vehicular safety; enhance the quality-of-life for surrounding land uses caused by speeding vehicles and careless drivers; and help the District and City to prioritize limited resources. The NTMP shall be distributed to students and parents and be available on the school’s website as a public outreach tool.</p> <p>If operational traffic safety hazards remain after all improvements identified in Mitigation Measure TRAF-5 are implemented, the NTMP working group shall consider additional ways to manage traffic safety and vehicle queueing and stacking at “problem areas,” including but not limited to:</p> <ul style="list-style-type: none"> i. Painting curbs red at intersections, if warranted. ii. Installing additional traffic control improvements, offsite loading areas, crossing guards, if needed. iii. Installing additional stop and/or yield signs and other signage that restricts turning movements during peak traffic periods, as warranted. iv. Restricting more on-street parking during peak traffic periods, if appropriate. v. Widening the passenger loading zone on Myrtle Avenue adjacent to the proposed school by eight feet, if warranted. <p>e. The District shall work with the City to install school area warning signs to notify drivers that they are entering a</p>				
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	<p>school zone on 25th Street west of Myrtle Avenue, 25th Street east of the school site, 26th Street west of Myrtle Avenue, Morningside Drive south of 27th Street Gould Avenue, Myrtle Drive south of 25th Street, and Silverstrand Avenue south of the project site. The signs shall be subject to review and approval by the City of Hermosa Beach.</p> <p>f. The District shall work with the City to install yellow school crosswalks at the intersections of 25th Street and Myrtle Avenue (all four legs), 26th Street and Myrtle Avenue (south leg), and 27th Street Gould Avenue at Morningside Drive (all four legs). The yellow school crosswalks shall be subject to review and approval by the City of Hermosa Beach.</p> <p>g. To minimize the volumes of traffic traveling in the opposite direction of street segments with passenger loading zones, the District shall work with the City of Hermosa Beach to install signage to restrict peak hour turning movements onto 25th Street and Myrtle Avenue. Sign text may include "No Right (or Left) Turn from 8 AM to 9 AM & 2:30 PM to 3:30 PM, School Days." Signs shall be installed at the below intersections and be subject to review and approval by the City of Hermosa Beach:</p> <p>i. Myrtle Avenue 25th Street: No Right Turn on northbound Myrtle at 25th Street and No Left Turn on southbound Myrtle at 25th Street</p> <p>ii. Myrtle Avenue 26th Street: No Left Turn on westbound 26th Street at Myrtle Avenue</p> <p>iii. Silverstrand 25th Street: No Right Turn on northbound Silverstrand at 25th.</p> <p>h. To facilitate the flow of traffic to and from the school site and enhance vehicular circulation, the District shall work with the City of Hermosa Beach to either install "Do Not Block Intersection" signs or mark "Keep Clear" on the pavements at the intersections of 25th Street Park Avenue, 25th Street Myrtle Avenue, and 26th Street Myrtle Avenue.</p> <p>i. In addition to crossing guards identified in the City's safe routes to school map (Figure 5.12-7), the District shall work with the City of Hermosa Beach to seek funding for a qualified crossing guard at the intersection of 25th Street and Myrtle Avenue and for other appropriate circulation and safety measures recommended in the NTMP.</p>			
<p>TRAF-6</p>	<p>To limit potential hazards caused by temporary roadway or sidewalk closures and/or traffic detours caused by project construction, the District shall require its construction</p>	<p>Construction contractor</p>	<p>Prior to project approval</p>	<p>District</p>

	contractors to submit a construction work site traffic control plan to the City of Hermosa Beach for approval prior to the start of any construction at the project site. The plan shall show all haul routes, construction hours, protective devices, warning signs, parking/staging areas, and access points to the property. The District shall encourage its contractors to limit construction-related trucks to off-peak commute periods. Applicable transportation-related safety measures shall be implemented during construction.				
TRAF-7	The District shall prohibit its construction contractors to park construction vehicles and equipment and employee personal vehicles on the City-classified local streets. All construction-related vehicles and equipment shall park within the project site and/or at offsite, off-street locations at the expense of the construction contractor.	Construction contractor	During construction of the project	District	
TRIBAL CULTURAL RESOURCES					
TCR-1	In addition to implementing Mitigation Measure CUL-1, which requires a registered professional archaeologist (RPA) to monitor ground-disturbing activities for the discovery of potential historical or archaeological resources, the RPA shall also monitor for potential tribal cultural resources. If tribal cultural resources are recovered, the RPA shall contact the liaisons for the local Native American tribes, including their Native American monitors, to assess the find and as appropriate return the artifact to the appropriate tribe(s).	Qualified Archaeologist	During construction	District	