October 15, 2020

North School Reconstruction

Hermosa Beach City School District

Addendum to Final EIR (SCH #2017021031)

Project Description: This document is an Addendum to the Final Environmental Impact Report (the "Final EIR") for the North School Reconstruction Project, which was certified by the Hermosa Beach City School District in January 2019.

As part of the implementation of the Transportation and Traffic Mitigation Measures identified in the North School EIR and development of the North School Neighborhood Transportation Management Plan (NTMP) jointly with the City of Hermosa Beach there are certain project modifications proposed. The project modifications include the addition of on-site student pick-up and drop-off in the School parking lot instead of a student loading/unloading area along Myrtle Ave and the changes to the traffic mitigation in that the proposed conversion of 26th Street adjacent to the school site from a narrow two-way street into a one-way street heading westbound between Morningside Drive and Manhattan Avenue. Implementation of those proposed modifications would also eliminate the need for additional parking restrictions for the on-street parking located on the east side of Myrtle Avenue and the south side of 26th Street. The revisions do not change any other features of the approved project as it relates to building size, use, or site layout.

This Addendum to the Final EIR analyzes the project modifications and determines whether those modifications would result in new significant impacts or a substantial increase in the severity of previously identified significant impacts as described in the Final EIR.

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1 SUMMARY

1.1 INTRODUCTION

This document is an Addendum to the Final Environmental Impact Report (the "Final EIR") for the North School Reconstruction Project, which was certified by the Hermosa Beach City School District in January 2019. On January 9, 2019, the Hermosa Beach Board of Education adopted Resolution #06:18/19 certifying the Final Environmental Impact Report and approving the development of the North School Reconstruction Project (the "Approved Project"). The School District also adopted a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations finding that the project's economic, social and design benefits would outweigh the project's significant and unavoidable environmental impacts. More specifically, the significant and unavoidable impacts identified in the Final EIR were limited to Transportation and Traffic and include:

- Impact 5.12-1b: Half Hour Peak Traffic Impacts;
- Impact 5.12-3 Traffic Safety Hazard Impacts; and
- Impact 5.12-6: Secondary Parking Effects.

The Approved 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 are funded by Measure S, which was approved by the District's constituents in June 2016. The 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. An asphalt playground will be located between the two buildings, and a natural turf field will be installed in the eastern portion of the site; the field will be supported above the grade of the hillside by a retaining wall. A surface parking lot with 41 stalls will be developed in the western portion of the site, and vehicular access to the site will be provided from 25th and 26th Streets.

Following certification of the Final EIR by the School Board, the City and School District representatives met as a team to collaborate on the conditions to be included in a Memorandum of Understanding, which led to the collaboration on a Neighborhood Traffic Management Plan for the project, later renamed a Neighborhood Transportation Management Plan. On February 27, 2019 the Memorandum of Understanding was approved by both the City Council and School Board memorializing the commitment of both parties to work together collaboratively to safely manage transportation, traffic, and student loading and unloading activities, primarily through the development of a Neighborhood Transportation Management Plan for the streets and neighborhood surrounding North School. The Neighborhood Transportation Management Plan ("NTMP") means the plan described in and required under Mitigation Measure TRAF-5(d) and is generally described as an iterative plan to identify operational traffic concerns on adjacent streets resulting from the Project (limited to the geographic areas described for study in Recirculated DEIR Section 5.12.1) and ways to manage them accordingly. The purpose of the plan is to improve pedestrian, bicycle and vehicular safety; enhance quality of life for surrounding land uses caused by speeding vehicles and careless drivers and help School District and City prioritize limited resources.

As part of the implementation of the Transportation and Traffic Mitigation Measures identified in the North School EIR and development of the North School Neighborhood Transportation Management Plan (NTMP) jointly with the City of Hermosa Beach there are certain project modifications proposed (NTMP Implementation). The project modifications are to the circulation and traffic control measures studied in the EIR and not the characteristics of the project itself. The modifications include the addition of on-site student pick-up and drop-off in the School parking lot and the proposed conversion of 26th Street adjacent to the school site from into a one-way street. The revisions do not change any other features of the approved project as it relates to building size, use, or site layout.

The overall purpose of this Addendum is to analyze the proposed modifications to the circulation and traffic control measures in the Approved Project and to determine whether implementation of the revised mitigation measures and NTMP would result in any new significant environmental impacts which were not identified in the Final EIR or whether the previously identified significant impacts would be substantially more severe with the implementation of the NTMP recommendations. The Final EIR is hereby incorporated by reference. The changes may be referred collectively to herein as NTMP Implementation.

1.2 CEQA AUTHORITY FOR AN ADDENDUM

The California Environmental Quality Act ("CEQA")[1] and CEQA Guidelines[2] establish the type of environmental documentation that is required when changes to a project occur after an EIR is certified. Section 15164 (a) of the CEQA Guidelines states that:

> *"The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."*

Section 15162 of the CEQA Guidelines states that preparation of a subsequent EIR is required when there are substantial changes proposed to a project, or substantial changes occur with respect to circumstances, or new information becomes available which could lead to new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Likewise, California Public Resources Code ("PRC") Section 21166 states that unless one or more of the following events occur, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency:

- Substantial changes are proposed in the project which will require major revisions of the environmental impact report;
- Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report; or
- New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

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1 See Public Resources Code § 21000, et seq.

2 See Cal. Code Regs., tit. 14, § 15000, et seq.

The analysis in this Addendum evaluates the proposed changes associated with the NTMP Implementation in order to determine whether any significant environmental impacts that were not identified in the Final EIR would result or whether previously identified significant impacts would be substantially more severe.

As demonstrated by the analysis herein, the NTMP Implementation would not result in any additional significant impacts nor would it substantially increase the severity of previously identified significant impacts. Because the EIR was certified in January 2019 and this addendum only assesses minor deviations to the project's circulation and mitigation program, any changes to CEQA that have been implemented since that time would not be applicable to this addendum (See 14 CCR 15007; 15064.3(c)).

An addendum is appropriate here for these minor technical changes and additions because none of the factors contained in CEQA Guidelines 15162 are present. Specifically, an addendum is appropriate because:

- The revisions do not change any features of the approved project as it relates to building size, use, or site layout.
- The project modifications are to the circulation and traffic control measures studied in the EIR and not the characteristics of the project itself.
- The proposed changes are anticipated to be functional improvements to the originally proposed measures.

This Addendum will be considered by the School Board and the City Council when considering the final NTMP.

1.3 SUMMARY OF ENVIRONMENTAL EFFECTS, MITIGATION MEASURES & LEVEL OF SIGNIFICANCE AFTER MITIGATION

This Addendum analyzes the NTMP Implementation and describes the modifications to the Final EIR that are necessary to reflect the revisions to the project based on the implementation of the NTMP. For all environmental issues, the Addendum demonstrates that the NTMP Implementation as proposed would not result in new significant impacts or substantial increases in the severity of previously identified impacts for the Approved Projects and that, as a result, no supplemental or subsequent environmental impact report is required.

Following the implementation of the revised traffic mitigation measures provided in the Final EIR, like the Approved Project, the NTMP Implementation would continue to have significant and unavoidable impacts in the area of Transportation and Traffic which includes:

- Impact 5.12-1b: Half Hour Peak Traffic Impacts;
- Impact 5.12-3 Traffic Safety Hazard Impacts; and
- Impact 5.12-6: Secondary Parking Effects.

Pursuant to Resolution #06:18/19, the Hermosa Beach City School Board adopted a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations finding that the Approved Project's economic, social and design benefits would outweigh the significant and unavoidable environmental impacts. The Statement of Overriding Considerations for the Approved Project include the following benefits:

- The project keeps the existing school in the neighborhood;
- Use of District owned land maximizes use of limited funds;
- The school is adjacent to a park, which affords options for students before and after school.

The benefits provided by the NTMP Implementation will be at least equivalent to those of the Approved Project and generally improves or lessens the potential impacts related to transportation and traffic.

2 PROJECT DESCRIPTION

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. Regional access to the site is provided by Pacific Coast Highway (PCH) and Interstate 405 (I-405), approximately 0.4 mile and 6.5 miles east of the site, respectively.

2.2 SUMMARY OF THE APPROVED PROJECT

The Final EIR for the North School Reconstruction Project analyzed the potential environmental impacts of demolishing existing structures, construction of new facilities and operation of an elementary school with a maximum design capacity of 510 seats.

The approved 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 are funded by Measure S, which was approved by the District's constituents in June 2016. The 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. An asphalt playground will be located between the two buildings, and a natural turf field will be installed in the eastern portion of the site; the field will be supported above the grade of the hillside by a retaining wall. A surface parking lot with 41 stalls will be developed in the western portion of the site, and vehicular access to the site will be provided from 25th and 26th Streets (deliveries and emergency vehicles only).

The certification of the Final EIR also included the adoption of a Mitigation Monitoring and Reporting Program. The Mitigation Monitoring and Reporting Program requires the implementation of mitigation measures identified in the Final EIR to reduce potentially significant adverse impacts that can be mitigated, avoided or substantially lessened and those implemented to lessen the adverse impacts for those resource areas that cannot be reduced, avoided, or substantially lessened to a level that is less than significant.

Potentially Significant Adverse Impacts

- Aesthetics
- Biological Resources
- Cultural Resources

- Geology and Soils
- Noise
- Tribal Cultural Resources

Significant and Unavoidable Adverse Impacts

- Transportation and Traffic

More specifically, the significant and unavoidable impacts were limited to Transportation and Traffic and include:

- Impact 5.12-1b: Half Hour Peak Traffic Impacts;
- Impact 5.12-3 Traffic Safety Hazard Impacts; and
- Impact 5.12-6: Secondary Parking Effects.

While Transportation and Traffic impacts were determined in the Final EIR to be significant and unavoidable, the Mitigation Monitoring and Reporting Program requires the implementation of all feasible mitigation measures, even if they do not mitigate the adverse impacts to a level that is less than significant.

2.3 TRANSPORTATION AND TRAFFIC MITIGATION MEASURES

The Transportation and Traffic Mitigation Measures identified in the Final EIR for the Approved Project include:

TRAF-1: 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.

TRAF-2: 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:

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 interval such as 15 minutes shall be implemented.
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 Ardmore 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.

TRAF-3: 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.

TRAF-4: The following shall be implemented to enhance passenger loading activities:

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.
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.

TRAF-5: 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:

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:

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:
   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.
   C. Discouraging students from crossing 25th Street in front of the school, including at the intersection of Silverstrand Avenue.
   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.

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. 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:
   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.
e. The District shall work with the City to install school area warning signs to notify drivers that they are entering a 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.
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.
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:

i. Myrtle Avenue | 25th Street: No Right Turn on northbound Myrtle at 25th Street and No Left Turn on southbound Myrtle at 25th Street
ii. Myrtle Avenue | 26th Street: No Left Turn on westbound 26th Street at Myrtle Avenue
iii. Silverstrand | 25th Street: No Right Turn on northbound Silverstrand at 25th.

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.
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.

TRAF-6: 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 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.

2.4 SUMMARY OF NTMP IMPLEMENTATION

Mitigation Measure TRAF-5 includes a requirement for "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."

The City and District formed a stakeholder group to share information and gather public input on relevant topics to be included in the NTMP. Over a period of twelve months, staff and the consulting team collaborated in the evaluation of the study area and facilitation of a stakeholder working group and community workshops to inform the development of the NTMP.

A draft of the NTMP was released in January 2020 and was presented to the City Council, School Board, and the community for initial feedback and discussion on the near and long-term recommendations included within the NTMP. Community feedback on the January 2020 Draft NTMP was solicited through February 28, 2020 and a Revised Draft NTMP was released in July 2020 and presented to the Public Works Commission for commission review and additional community input and a Final October 2020 Draft will be presented and considered by the School Board and City Council.

The NTMP includes a series of near-term and long-term recommendations to address potential traffic concerns within the study area. Recommendations were developed throughout the public outreach process and grouped into the following categories:

- Trip Reduction
- Drop-off and Pick-up
- Pedestrian Accessibility and Safety
- Traffic Safety and Calming
- Other

The Near-Term Recommendations identified in the October 2020 Draft NTMP are presented in **Figure 1** and include 39 measures to be implemented prior to the opening of North School. These measures are to be implemented by the School District and/or City prior to the reopening of North School and funded based on a cost share approach that assigns allocation of costs for different recommendations based on the location of the recommendations (on-site, school site adjacent right-of-way, or public right-of-way.

Figure 1: North School NTMP Near-Term and Long-Term Recommendations

An additional 12 measures have been identified as Long-Term Recommendations and may be implemented after the school project is complete if the Adaptive Management Program identified in the NTMP determines the Long-Term Recommendations or other measures are warranted. The Adaptive Management Program is an approach to monitoring conditions and adjust the NTMP as needed through an annual review process for the first five years of school operation and based on a series of data parameters that include:

- Enrollment Numbers and Grades at School
- Walk and Bike to School Participation Rates
- Traffic Collision Reports
- Traffic Volumes and Speeds
- Parking Occupancy
- Queueing

2.5 NECESSARY ACTIONS

Most near-term recommendations identified in the NTMP were either considered in the Approved Project design or are part of the Final EIR Mitigation Measures. Through the design and implementation of required mitigation measures and development of the NTMP, the following modifications have been proposed, which were not previously considered and are the subject and focus of this Addendum:

- Addition of: On-Site Student Loading and Unloading within the School Parking Lot
- Removal of: Passenger Loading Designation on Myrtle Avenue, and restriction of on-street parking as identified in TRAF-3 for Myrtle Ave
- Addition of: One-Way Street Designation on 26th Street heading westbound from Morningside Drive to Manhattan Ave.
- Removal of: Restriction of on-street parking as identified in TRAF-3 for 26th Street

These modifications will be considered as part of the adoption of the NTMP, which will require approval by the Hermosa Beach City School Board and the Hermosa Beach City Council prior to implementation. The purpose of this Addendum is to confirm that if the NTMP implements slightly different circulation and traffic control measures than those studied in the EIR, the modifications will not result in a new or increased significant impact. As lead Agency, the School District will adopt the NTMP for its project. Then the City of Hermosa Beach will also adopt the NTMP based on the findings made by the School Board.

On-Site Passenger Loading and Unloading

Through the development of the NTMP, the on-site school parking lot was re-designed by the School District with help from project neighbors, the transportation consulting team, and stakeholders to accommodate on-site drop-off/pick-up. The revised configuration as illustrated in **Figure 2** complies with accessibility standards under the Americans with Disability Act and California Division of the State Architect standards, while maintaining the 41 on-site parking spaces approved by the California Coastal Commission for this project. The on-site loading/unloading area is designed to accommodate approximately 4 vehicles at a time and is proposed instead of the on-street passenger loading that was previously planned on Myrtle Ave adjacent to the school site between 25th Street and 26th Street. The parking lot was additionally re-designed with a pork chop island at the entrance to limit vehicles to right-turns only in and out of the school parking lot to reduce exit and entry delays from vehicles attempting to make

left-hand turns in and out of the parking lot. Accommodating some on-site drop-off and pick-up was a project element that many community members advocated for and eliminates the need for some of the other traffic and circulation measures analyzed as part of the EIR.

Figure 2: North School Site Layout with Revised On-Site Loading and Unloading

One-Way Designation on 26TH Street

26th Street between Morningside Drive and Manhattan Avenue is a narrow, 25-foot-wide, residential street with a prima facie speed limit of 25 mph. Parking is currently allowed on both sides with 7-foot-wide parking stalls marked on the street, leaving an 11-foot-wide two-way travel lane in the middle. Due to the narrow width of 26th Street, the Final EIR certified by the School District included a mitigation to restrict on-street parking during morning and afternoon school drop-off and pick-up hours to improve the flow of two-way vehicular travel along 26th Street. Through the development of the NTMP, the City and School District have evaluated the conditions and alternative mitigation options along 26th Street and proposes a near-term recommendation to convert 26th Street from a two-way street into a one-way street westbound from Morningside Dr to Manhattan Ave as an alternative to restricting on-street parking. The one-way designation would be in place at all times, not just during school hours to reduce confusion and maximize traffic safety. The City's Traffic Engineer has reviewed the proposal to convert 26th Street to a one-way street and evaluated the potential impacts to traffic flow, volume, and safety, which is presented in **Appendix 1** and further described in the next section.

3 ENVIRONMENTAL IMPACT ANALYSIS

3.1 TRANSPORTATION AND TRAFFIC

Appendix G of the CEQA Guidelines identifies seven Transportation and Traffic categories to determine whether a project could have a significant impact on the environment. The following Thresholds were used to determine whether the project would have a significant impact:

- T-1: Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- T-2: Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- T-3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- T-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- T-5: Result in inadequate emergency access.
- T-6: Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- T-7: Result in inadequate parking capacity.

Local plans and programs including the 1990 Hermosa Beach General Plan Circulation, Transportation, and Parking Element and the Los Angeles County Metro Congestion Management Plan were used in the Final EIR for guidance to determine significance criteria used in the evaluation of Transportation and Traffic Impacts. **Table 1** includes a summary of the impact analysis for Transportation and Traffic in the Final EIR and how they address each of the relevant thresholds identified in Appendix G of the CEQA Guidelines.

Table 1: Transportation and Traffic Impacts of Approved Project Identified in Final EIR

Impact Analysis	Approved Project
5.12-1a: One-Hour Peak Traffic [T-1]	Less than Significant
5.12-1b: Half-Hour Peak Traffic [T-1]	*Significant and Unavoidable*
5.12-2: Congestion Management Program [T-2]	Less than Significant
5.12-3: Roadway Hazards [T-4 and T-6]	*Significant and Unavoidable*
5.12-4: Emergency Access [T-5]	Less than Significant
5.12-5: Alternative Transportation [T-1 and T-6]	Less than Significant
5.12-6: Parking [T-7]	*Significant and Unavoidable*
5.12-7: Vehicle Miles Traveled	Less than Significant
Cumulative Impacts	Less than Cumulatively Considerable

Significant and Unavoidable Transportation and Traffic Impacts include:

- **Impact 5.12-1b: Half Hour Peak Traffic Impacts** – Vehicle trips generated by the proposed school during peak half-hour arrival and departure periods would cause significant project-level and cumulatively considerable traffic impacts at the intersections of Gould Avenue at Valley Drive and Ardmore Avenue and street segments along 24th Street, Morningside Drive, Park Avenue, 25th Street, 26th Street, and Myrtle Avenue.
- **Impact 5.12-3 Traffic Safety Hazard Impacts** – The proposed site plan does not provide adequate student loading space and could create queueing on the local circulation network; the proposed project would require drivers and student pedestrians to access public facilities within the City right-of-way that do not have adequate traffic control devices to support operations of a school; and construction activities may create roadway hazards.
- **Impact 5.12-6: Secondary Parking Effects** – Construction-related parking impacts would be limited with mitigating construction contract-terms. Secondary effects caused by Mitigation Measures TRAF-3 and TRAF-4 would alter on-street parking and require City approval.

1. ANALYSIS OF PROJECT CHANGES

5.12-1a: One-Hour Peak Traffic and 5.12-1b: Half-Hour Peak Traffic

With regard to peak traffic, the NTMP Implementation would have no change to construction related impacts identified for the Approved Project. The NTMP Implementation does not change or alter any features of the Approved Project as it relates to building size, use, or site layout and therefore would not generate any additional trips that would lead to an increase in the overall number of trips within the roadway network or change the basis for the analysis and conclusions in the FEIR. The proposed conversion of 26th Street to a one-way street would re-distribute some peak hour school trips to adjacent streets when compared to the Approved Project.

The Final EIR for the Approved Project identified that impacts to street intersections and roadway segments during the morning one-hour peak period were less than significant, but did identify several Significant Impacts for peak half-hour arrival and departure periods of the proposed school at several nearby intersections and street segments. The analysis for the peak-half-hour identified in the Final EIR that the Approved Project would generate 699 vehicles trips during the morning peak hour (377 inbound and 322 outbound), 357 trips during the afternoon peak hour (161 inbound and 196 outbound), and 1,250 total vehicle trips per day.

For Intersection Level of Service, the Approved Project was determined to have a significant half-hour peak impact at Valley Drive | Gould Avenue and Ardmore Avenue | Gould Avenue. For Street Segment Level of Service, the Approved Project was determined to have a significant half-hour peak impact on:

- 24th Street (between Manhattan Avenue and Valley Drive)
- 25th Street (between Manhattan Avenue and Valley Drive)
- 26th Street (between Manhattan Avenue and Morningside Drive)
- Myrtle Avenue (between 24th Street and 26th Street)
- Morningside Drive (north of 27th Street)
- Park Avenue (between Monterey Blvd and 25th Street)

With the significant impacts identified for half-hour peak traffic, the Final EIR considered several alternatives and identified Mitigation Measures TRAF-1 and TRAF-2 to implement all feasible mitigation options available including trip reduction programs, a 30-minute staggered bell schedule, and use of traffic control officers during peak periods.

The North School Final EIR estimated that during the AM peak hour, the school would add 35 vehicles to 26th Street east of Myrtle Avenue and to Morningside Drive, and 5 vehicles to 26th Street west of Myrtle Avenue. With the NTMP Implementation and 26th Street converted to one-way, approximately 21 AM peak hour school trips would be diverted from northbound Morningside Drive to westbound 26th Street and 3 school trips would be diverted from eastbound 26th Street west of Myrtle Avenue. The City's Traffic Engineer notes that is anticipated that the one-way street could better accommodate the school traffic than the existing two-way street as it would reduce peak traffic impacts and would improve roadway safety conditions (which are further described in the Roadway Hazards section).

While the NTMP Implementation would improve traffic flow and reduce impacts to the 26th Street Roadway Segment, the City's Traffic Engineer has noted that the implementation would result in slight increases to traffic flow on adjacent or parallel streets as follows:

- **26th Street** – Decrease in the traffic volumes on 26th Street by approximately half between Morningside Drive and Myrtle Avenue and by somewhat less than half between Myrtle Avenue and Manhattan Avenue. The decrease in traffic volumes would also improve traffic flow, but potentially slightly increase traffic speeds
- **Morningside Drive** – Decrease northbound traffic by over half, but somewhat increase southbound traffic
- **Myrtle Avenue** – Somewhat increase northbound traffic, and decrease southbound traffic by a similar amount
- **Ozone Court:**
    - It is anticipated that vehicles diverted from exiting the neighborhood on Morningside Drive at 27th Street would instead use Ozone Court and make a right turn onto 27th Street.
    - Between 25th and 26th Streets, increase northbound traffic somewhat and decrease southbound traffic by a similar amount.
    - Between 26th and 27th Streets, somewhat increase both northbound and southbound traffic, but could have a greater increase in northbound traffic.
- **25th Street** – Slightly increase eastbound traffic from Manhattan Avenue to Myrtle Avenue
- **27th Street** – Slightly increase eastbound traffic from Manhattan Avenue to Morningside Drive

While the NTMP Implementation would slightly re-distribute some trips throughout the roadway network, it would not generate additional trips that would make impacts more severe at the two impacted intersections and six impacted roadway segments and would not generate new significant impacts at additional intersections or roadway segments during the morning or afternoon peak half-hour period compared to the Approved Project. The NTMP Implementation would also implement Mitigation Measures TRAF-1 and TRAF-2 consistent with the Approved Project, including the 30-minute staggered school bell schedule.

Therefore, the NTMP Implementation would have a substantially similar impact when compared to the Approved Project which was determined to have a significant and unavoidable impact related to half-hour peak traffic. The NTMP and mitigation measures also anticipate an iterative process, whereby the measures can be improved and enhanced over time and as the traffic and circulation warrant.

5.12-2: Congestion Management Program

The NTMP Implementation does not change or alter any features of the Approved Project as it relates to building size, use, or site layout. The NTMP Implementation would not generate any additional trips that would lead to an increase in trips or conflict with an applicable Congestion Management Program. Therefore, the NTMP Implementation would have a substantially similar impact when compared to the Approved Project which was determined to have a less than significant impact on the Congestion Management Program performance standards during the AM one-hour peak period.

5.12-3: Roadway Hazards

With regard to roadway hazards, the NTMP Implementation would have no change to construction related impacts identified for the Approved Project. For School Operations, the Final EIR evaluated the potential effects on roadway hazards for the project based on the narrow street widths, passenger loading, and vehicular, bicycle, and pedestrian safety. An analysis of how the changes identified through the NTMP Implementation differs from the Approved Project is provided below:

- **Narrow Street Widths** – While the widths of streets near the project site are narrow and cannot readily accommodate both directions of traffic flow, which could constrain or slow traffic flow during peak arrival and departure times at the beginning and ending of each school day, the Final EIR for the approved project concluded that there are sufficient pull-out opportunities for vehicles traveling in opposite directions to pass when one of the drivers pulls over to an open curb to allow oncoming vehicles to pass and as drivers reduce speeds. Due to those factors and with the implementation of mitigation measure TRAF-6, traffic hazards due to narrow roadways were determined to be less than significant. Due to the narrow width of the street, the Final EIR for the Approved Project included a mitigation measure to restrict on-street parking on the south side of 26th Street to allow for the two-way travel of vehicles.

  NTMP Implementation differs from the Approved Project with regards to roadway hazards only through the conversion of 26th Street from a two-way street to a one-way westbound street. Implementation of the NTMP recommendation to convert from a two-way a one-way street would further reduce potential roadway hazards on 26th Street by eliminating the condition where vehicles would need to pull out of the travel lane to allow oncoming vehicles to pass. The City's traffic engineer notes that while there have been no reported traffic collisions in the previous five years on 26th Street, the conversion to a one-way street would improve roadway safety conditions as:
    - The chances of head-on collisions would be largely eliminated.

  - The likelihood of right-angle collisions at cross streets caused by limited sight distance, would be reduced due to entering motorists only needing to see approaching traffic from one direction.
  - Potential conflict points, including with pedestrians, would be reduced.

- **Passenger Loading** – Due to site constraints, including narrow roadways and an awkwardly shaped property, the Approved Project identifies the school's main passenger loading zone on 25th Street with a pull-in curb. This segment of 25th Street will be widened by eight feet, which would allow vehicles to get out of the westward thru-lane on 25th Street, stop, and load/unload students while other vehicles can pass through on 25th Street. The passenger loading zone on 25th Street is approximately 180 feet and would accommodate approximately 9 vehicles. The loading area on 25th Street alone would not meet the minimum spaces required, and vehicles waiting to load/unload students on 25th Street would create a queue and potential traffic hazards along 25th Street. Mitigation Measure TRAF-4 in the Final EIR additionally identifies Myrtle Avenue adjacent to the project site as a designated passenger loading area within City right-of-way. The segment of Myrtle Avenue identified in the Approved Project and adjacent to the project site is approximately 165 feet and currently marked with 8 on-street parking spaces, 4 of which are currently designated as passenger loading. According to "Traffic Operations and Safety at Schools: Recommended Guidelines" (Cooner et al. 2004), drop-off and pick-up areas at schools should include at least one space for every 50 students, with a minimum of 5 spaces. The proposed school has a maximum design enrollment capacity of 510 seats and would require 11 passenger loading spaces.

  The NTMP Implementation does not propose any changes to the passenger loading area on the north side of 25th Street compared to the Approved Project. NTMP Implementation does incorporate a change to the design of the on-site parking lot in order to accommodate passenger loading and unloading instead of using the loading zone on Myrtle Avenue identified in Mitigation Measure TRAF-4. The NTMP additionally includes Near-Term Recommendations to designate portions of the parking on Gould Avenue and Valley Drive adjacent to Valley Park as locations for student drop-off and pick-up during morning arrival and afternoon departure. Long-Term recommendations in the NTMP additionally identify the Kiwanis/Rotary Club Parking Lot, Gould Avenue east of Ardmore Dr, and Hermosa Avenue for consideration as additional passenger loading zones should additional locations be needed. The addition of passenger loading and unloading space on the school site, as well as the near-term distributed drop-off and pick-up locations near the school site would provide a total of 28 designated spaces for passenger loading activities. With the provision of 28 designated spaces, well beyond the required 11 passenger loading spaces recommended for the school with a maximum enrollment capacity of 510 students, the NTMP Implementation would reduce the potential for queueing of vehicles waiting to load/unload students on 25th Street and potentially significant traffic hazard impacts caused by inadequate passenger loading space would be less than significant.
- **Vehicular, Bicycle, and Pedestrian Safety** – The Approved Project will generate nonmotorized travel with students walking or riding their bicycles to school. The District encourages students to walk to school each day to alleviate traffic in the community and promote healthy living. The NTMP incorporates elements from the Approved Project and Mitigations Measures to identify near and long-term recommendations that are specifically intended to enhance the safety or convenience of walking and biking (which

are further described in the Alternative Transportation section). The near-term recommendations that support safe and convenient alternative transportation options for students include:

- **Safe Routes to School Programs** – includes implementation of the Six E's in Safe Routes to School Planning - evaluation, education, encouragement, engineering, enforcement, and equity – that aim to increase participation in walking and biking to school.
- **Crossing Guards** - Crossing guards help children safely cross the street at key locations and remind drivers of the presence of pedestrians.
- **High-Visibility Crosswalks** - Crosswalks with continental markings and high-visibility materials are more visible to approaching drivers and will be painted yellow along designated safe routes to school in the surrounding area to guide students along designated routes.
- **Curb Extensions** - Curb extensions widen the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance, to make pedestrians more visible to vehicles, and to reduce the speed of turning vehicles.
- **Red Curbs** - Red curbs can enhance safety, especially on curved roads and near driveways, by improving sightlines for pedestrians and motorists.
- **Speed Feedback Signs** - Real-time speeds are relayed to drivers and flash when speeds exceed the limit alerting drivers to slow down.
- **Speed Lumps** - These traffic calming devices use vertical deflection to encourage motorists to travel at slower speeds. Speed lumps have cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass quickly, while slowing passenger cars and mid-size SUVs.
- **Signage** – Signage is used to remind drivers of certain conditions or restrictions that may be present on the road. The NTMP includes recommendations for additional no left-turn, one-way, and speed limit signage.
- **Targeted Enforcement** - Targeted enforcement may be used in conjunction with new neighborhood transportation management devices to help drivers become aware of the new restrictions or address the presence of unsafe driving behaviors.

Similar to the Approved project, the NTMP Implementation incorporates design features and mitigation measures to improve safety conditions related to narrow roadway widths, passenger loading and unloading, and vehicular, pedestrian, and bicycle safety. While the NTMP Implementation would not reduce the impact to a level that is less than significant, the impacts would not be more severe than the Approved Project and are anticipated to be functional improvements to the originally proposed measures.

5.12-4: Emergency Access

The NTMP Implementation does not change or alter any features of the Approved Project as it relates to building size, use, or site layout or propose to alter any site access points. For School Operations, both on-site and surrounding area emergency access is evaluated to determine the adequacy of the site layout and access on nearby streets below:

- **On-Site Emergency Access** - The Approved Project was designed to provide adequate emergency access to the site and on January 11, 2018, the County of Los Angeles Fire Department, Fire Prevention Division, approved the site plan for life safety and all access

features are subject to and must satisfy design requirements of the Division of the State Architect (DSA). The NTMP Implementation does not propose any changes that would alter on-site emergency access.

- **Surrounding Area Emergency Access** - The Approved Project was also determined to not impede emergency access in the surrounding area and while the NTMP Implementation proposes to convert 26th Street from a two-way to one-way street and eliminates the need to restrict on-street parking during morning and afternoon peak periods, the conversion would improve traffic circulation and reduce instances of emergency vehicles coming into conflict with other oncoming traffic which could otherwise delay emergency response efforts. LA County Fire has reviewed the one-way street conversion proposal and does not have concerns that the conversion would adversely effect emergency access in the surrounding area.

With Mitigation Measures TRAF-3 and TRAF-4 implemented and that drivers will comply with "move over" laws, including the requirement to yield the right-of-way to police vehicles, fire engines, ambulances, or other emergency vehicles using a siren and red lights, the NTMP Implementation would not result in inadequate emergency access on streets surrounding the project site. Similar to the Approved Project, the NTMP Implementation would continue to have a less than significant impact on emergency access both on-site and in the surrounding area.

5.12-5: Alternative Transportation

The Approved Project will generate nonmotorized travel with students walking or riding their bicycles to school. The District encourages students to walk to school each day to alleviate traffic in the community and promote healthy living. The NTMP incorporates elements from the Approved Project and Mitigations Measures to identify near and long-term recommendations that are specifically intended to enhance the safety or convenience of walking and biking in the categories of: Trip Reduction, Pedestrian Accessibility and Safety, Traffic Safety and Calming. The near-term recommendations that support safe and convenient alternative transportation options for students include:

- **Safe Routes to School Programs** – includes implementation of the Six E's in Safe Routes to School Planning - evaluation, education, encouragement, engineering, enforcement, and equity – that aim to increase participation in walking and biking to school.
- **Crossing Guards** - Crossing guards help children safely cross the street at key locations and remind drivers of the presence of pedestrians.
- **High-Visibility Crosswalks** - Crosswalks with continental markings and high-visibility materials are more visible to approaching drivers and will be painted yellow along designated safe routes to school in the surrounding area to guide students along designated routes.
- **Curb Extensions** - Curb extensions widen the sidewalk at intersections or midblock crossings to shorten the pedestrian crossing distance, to make pedestrians more visible to vehicles, and to reduce the speed of turning vehicles.
- **Red Curbs** - Red curbs can enhance safety, especially on curved roads and near driveways, by improving sightlines for pedestrians and motorists.
- **Speed Feedback Signs** - Real-time speeds are relayed to drivers and flash when speeds exceed the limit alerting drivers to slow down.
- **Speed Lumps** - These traffic calming devices use vertical deflection to encourage motorists to travel at slower speeds. Speed lumps have cut-outs designed to allow large

vehicles, such as emergency vehicles and buses, to pass quickly, while slowing passenger cars and mid-size SUVs.

- **Signage** – Signage is used to remind drivers of certain conditions or restrictions that may be present on the road. The NTMP includes recommendations for additional no left-turn, one-way, and speed limit signage.
- **Targeted Enforcement** - Targeted enforcement may be used in conjunction with new neighborhood transportation management devices to help drivers become aware of the new restrictions or address the presence of unsafe driving behaviors.

Similar to the Approved project, the NTMP Implementation is both consistent with applicable policies, plans, and programs that have been established and further facilitates safe and convenient alternative transportation options for students getting to and from school. Therefore, the NTMP Implementation would continue to have a less than significant impact on the performance or safety of alternative transportation options.

5.12-6: Parking

With regard to parking, the NTMP Implementation would have no effect on construction related parking impacts identified for the Approved Project. For School Operations, both on-site and surrounding area parking impacts are evaluated to determine the adequacy of the proposed on-site parking lot to accommodate the school's parking demand and the physical loss of on-street parking spaces adjacent to the school below:

- **On-Site Parking** – The Approved Project includes a total of 41 on-site parking spaces to accommodate faculty, staff, and visitors on a typical school day in a surface parking lot located along the west side of the school property. The number of on-site parking spaces was determined based on California Department of Education recommendations that a school have at least 2.25 parking spaces per classroom/teaching station. The Approved Project is considered to have 18 teaching stations (15 classrooms, 2 labs, 1 learning center/library) for a recommendation of 41 parking spaces. The NTMP Implementation includes a re-design of the parking lot to accommodate on-site student drop-off and pick-up but retains all 41 on-site parking spaces consistent with the Approved Project.
- **Surrounding Area On-Street Parking** – Implementation of the Approved Project and Mitigation Measures TRAF-3 and TRAF-4 propose to alter on-street parking on 25th Street, Myrtle Avenue, and 26th Street by restricting on-street parking during certain times of the school day. The parking restrictions on Myrtle Avenue and 26th Street included in the Approved Project are a secondary effect of reducing the significant and unavoidable impacts of the half-hour peak period trips and were determined to be a significant and unavoidable parking impact.
    - **25th Street** – The NTMP Implementation would not alter the design of or restriction of parking spaces along 25th Street compared to the Approved Project.
    - **Myrtle Avenue** – The Final EIR for the Approved Project included Mitigation Measure TRAF-3 which would restrict parking at 10 on-street parking spaces on Myrtle Avenue between 25th Street and 26th Street during the morning arrival and afternoon departure periods (approximately 8 AM to 9 AM and 2:30 PM to 3:30 PM each school day) to provide for passenger loading activities. With the recommendation in the NTMP to provide additional on-site passenger loading and unloading activities within the school parking lot, the need to restrict on-street

parking on the east side of Myrtle Avenue between 25th Street and 26th Street for passenger loading activities is reduced. The NTMP Implementation would therefore have a reduced impact on parking along Myrtle Avenue in comparison to the Approved Project.

- **26th Street** – The Final EIR for the Approved Project included Mitigation Measure TRAF-3 which would restrict parking at 11 on-street parking spaces on 26th Street between Myrtle Avenue and Morningside Drive during the morning arrival and afternoon departure periods (approximately 8 AM to 9 AM and 2:30 PM to 3:30 PM each school day) to facilitate the efficient flow of vehicles in two directions along 26th Street. The recommendation in the NTMP to convert 26th Street from a two-way street to a one-way street westbound would provide for the effective movement of vehicle traffic and also eliminate the need to restrict on-street parking on the south side of the street between Morningside Drive and Myrtle Avenue. The NTMP Implementation would have a reduced impact (be an improvement) on parking along 26th Street in comparison to the Approved Project.

Although the NTMP Implementation would reduce the overall number of on-street parking spaces that are restricted from 32 in the Approved Project, it would still result in the restriction of 11 on-street parking spaces along 25th Street during the morning arrival and afternoon departure periods along 25th Street. Therefore, the NTMP Implementation would have a reduced impact compared to the Approved Project on parking but would still be considered a significant and unavoidable parking impact.

5.12-7: Vehicle Miles Traveled

The NTMP Implementation does not change or alter any features of the Approved Project as it relates to building size, use, or site layout. The NTMP Implementation would not generate any additional trips that would lead to an increase in vehicle miles traveled. Therefore, the NTMP Implementation would have a substantially similar impact when compared to the Approved Project which was determined to have a less than significant impact on Vehicle Miles Traveled.

Cumulative Impacts

The cumulative traffic impacts associated with the Approved Project and related development projects in the City are addressed under the 2019 baseline scenario of Impact 5.12-1a and Impact 5.12-1b. The 2019 baseline analysis captures traffic from ambient regional growth and developments in the South Bay region. As discussed in Impact 5.12-1a, cumulative traffic impacts under the one-hour AM peak condition would be less than significant. However, cumulative traffic impacts under the half-hour AM and PM peak conditions would be significant and adverse (see Impact 5.12-1b).

Neither traffic hazards nor parking effects would be cumulatively considerable under the Approved Project. Related projects are not in close proximity to the project site (see Figure 3-6), and there are no anticipated developments identified in PLAN Hermosa that when combined with the proposed project would significantly impact roadway hazards or cause parking impacts. There is no additional information or changes considered in the NTMP Implementation that would affect the cumulative impacts identified under the Approved Project. Therefore the

implementation of the NTMP would be less than cumulatively considerable with respect to transportation and traffic.

2. REVISED PROJECT IMPACTS

As demonstrated by the analysis herein and noted in **Table 2**, the NTMP Implementation would not result in any additional significant impacts nor would it substantially increase the severity of previously identified significant impacts in comparison to the Approved Project. In several impact areas, the NTMP Implementation would reduce the severity of transportation and traffic related impacts, although they would not be reduced to a less than significant level.

Table 2: Comparison of Transportation and Traffic Impacts between Approved Project and NTMP Implementation

Impact Analysis	Approved Project	NTMP Implementation
5.12-1a: One-Hour Peak Traffic	Less than Significant	Less than Significant
5.12-1b: Half-Hour Peak Traffic	Significant and Unavoidable	Significant and Unavoidable
5.12-2: Congestion Management Program	Less than Significant	Less than Significant
5.12-3: Roadway Hazards	Significant and Unavoidable	Significant and Unavoidable
5.12-4: Emergency Access	Less than Significant	Less than Significant
5.12-5: Alternative Transportation	Less than Significant	Less than Significant
5.12-6: Parking	Significant and Unavoidable	Significant and Unavoidable
5.12-7: Vehicle Miles Traveled	Less than Significant	Less than Significant
Cumulative Impacts	Less than Cumulatively Considerable	Less than Cumulatively Considerable

3. MITIGATION MEASURES

The NTMP Implementation would be required to implement the same mitigation measures as the Approved Project as set forth in the Final EIR with the following changes noted in track changes:

The Transportation and Traffic Mitigation Measures identified in the Final EIR include:

TRAF-1: 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.

TRAF-2: 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:

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 interval such as 15 minutes shall be implemented.

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 Ardmore 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.

TRAF-3: 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.

TRAF-4: The following shall be implemented to enhance passenger loading activities:

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.

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.

TRAF-5: 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:

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:
    i. Assignment of adult personnel and volunteers at the passenger loading zones on the north side of 25th Street and in school parking lot loading zone ~~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:
        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.
        C. Discouraging students from crossing 25th Street in front of the school, including at the intersection of Silverstrand Avenue.
        ~~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.~~
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. 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:
    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.~~
e. The District shall work with the City to install school area warning signs to notify drivers that they are entering a 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.

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.
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:
    i. Myrtle Avenue | 25th Street: No Right Turn on northbound Myrtle at 25th Street and No Left Turn on southbound Myrtle at 25th Street
    ii. Myrtle Avenue | 26th Street: ~~No~~ Left Turn Only on westbound 26th Street at Myrtle Avenue
    iii. Silverstrand | 25th Street: No Right Turn on northbound Silverstrand at 25th.
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.
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.

TRAF-6: 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 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.

With the implementation of all required Transportation and Traffic mitigation measures, the NTMP Implementation would improve the conditions but still result in the same significant and unavoidable impacts to half-hour peak traffic at two intersections and six street segments,

roadway hazards, and parking. All other impacts to Transportation and Traffic would remain less than significant.

4. CONCLUSION

The changes considered through the NTMP Implementation would not introduce new significant impacts with regard to traffic and parking. Thus, the environmental implications of the proposed changes would be consistent with those analyzed in the Final EIR. Although the project, as revised, would result in significant and unavoidable impacts to half-hour peak traffic at two intersections and six street segments, roadway hazards, and parking, the Final EIR determined and disclosed that the Approved Project would result in significant an unavoidable impacts at these same intersections and street sections during the same analyzed time periods.

Pursuant to Resolution #06:18/19, the Hermosa Beach City School Board adopted a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations finding that the Approved Project's economic, social and design benefits would outweigh the significant and unavoidable environmental impacts. The Statement of Overriding Considerations for the Approved Project include the following benefits:

- The project keeps the existing school in the neighborhood;
- Use of District owned land maximizes use of limited funds;
- The school is adjacent to a park, which affords options for students before and after school.

Accordingly, when compared to the Approved Project, the changes considered would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to Transportation and Traffic.

3.2 OTHER IMPACT AREAS

The NTMP Implementation does not change or alter any features of the Approved Project as it relates to building size, use, or site layout. The project modifications include the addition of on-site student pick-up and drop-off in the School parking lot instead of a student loading/unloading area along Myrtle Ave and the proposed conversion of 26th Street adjacent to the school site from a narrow two-way street into a one-way street heading westbound between Morningside Drive and Manhattan Avenue. Implementation of those proposed modifications would eliminate the need for additional parking restrictions for the on-street parking located on the east side of Myrtle Avenue and the south side of 26th Street.

These proposed changes and their potential environmental effects are limited to Transportation and Traffic impacts. Since the design and intensity of the use would be substantially the same as the Approved Project, it is determined that impacts associated with the NTMP Implementation would continue to have a less-than-significant impact on the following areas:

Less-Than-Significant

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources

- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Public Services
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems

It is further determined that impacts associated with the NTMP Implementation and the implementation of mitigation measures required in the Final EIR, would continue to have a less-than-significant impact with mitigation on the following areas:

Less-Than-Significant with Mitigation

- Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils
- Noise
- Tribal Cultural Resources

Since the NTMP Implementation does not change or alter any features of the Approved Project as it relates to building size, use, or site layout and the project modifications are limited in their effect to transportation and traffic, it is determined that the NTMP Implementation would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects related to Transportation and Traffic.

MEMORANDUM

Date:	August 18, 2020
To:	Leeanne Singleton, AICP, LEED AP Environmental Analyst
From:	Nicole Jules, PE Consulting Traffic Engineer
Subject:	Letter of Opinion regarding the Proposal to Convert 26th Street to One-Way Westbound between Manhattan Avenue and Morningside Drive

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The North School Neighborhood Traffic Management Plan (NTMP) was recently developed in a joint effort between the City of Hermosa Beach and the Hermosa Beach City School District. The NTMP addresses traffic concerns in the surrounding neighborhood, particularly regarding the proposed North Elementary School, which is located on 25th Street east of Myrtle Avenue and backs up to 26th Street (see Exhibit 1). One of the near-term recommendations is to convert 26th Street, which is currently a two-way street, to a one-way westbound street. This Letter of Opinion summarizes the results of our analysis of the proposed one-way conversion and provides a recommendation regarding its implementation.

EXISTING CONDITIONS

26th Street between Manhattan Avenue and Morningside Drive is a narrow, 25-foot-wide, residential street with a prima facie speed limit of 25 mph. Parking is allowed on both sides with 7-foot-wide parking stalls marked on the street, leaving an 11-foot-wide two-way travel lane in the middle. The east end of 26th Street terminates at Morningside Avenue and the west side of Valley Park. Valley Park is a heavily used neighborhood park along the east side of Morningside Avenue. Morningside Avenue also provides access to 27th Street/Gould Avenue to the north. The study segment of 26th Street terminates at Manhattan Avenue on the west, where it is approximately three blocks from the beach. 26th Street slopes steeply downward to the east and to the west, with the peak located approximately 200 feet west of Morningside Drive. 26th Street currently has two parking restrictions: “1-Hour Parking, 10 AM to Midnight, May 15 to Sept 15, Except Resident or Pay Permits” for seasonal beach-goers, and “No Parking Tuesday, 8 AM to 12 Noon” for street sweeping.

Due to the coronavirus pandemic, we were unable to collect existing traffic count data. The NTMP traffic study, however, did collect traffic count data in 2019, but it did not specifically collect traffic count data for 26th Street. Also, the *North School EIR* collected traffic data for the surrounding streets in 2016 and developed projected 2019 traffic volumes. To estimate the magnitude of traffic on 26th Street, we compared the traffic count data for Myrtle Avenue for projected 2019 (from the 2018 *North School EIR*) to the actual 2019 (from the *North School NTMP*) and used it to extrapolate the estimated 2019 daily traffic volume on 26th Street. The existing (2019) two-way daily volume results are an estimated 600 vehicles per day between Morningside Drive and Myrtle Avenue, and an estimated 540 vehicles per day between Myrtle Avenue and Manhattan Avenue. Although pedestrian counts were not collected, a large number of pedestrians were observed to use 26th Street.

ANALYSIS

The traffic collision data was reviewed as part of the analysis using the Statewide Integrated Traffic System (SWITRS) and City of Hermosa Beach Police Department records. There were no reported traffic collisions on 26th Street between Manhattan Avenue and Morningside Drive for the last five years. This is likely due to the low traffic volumes and low traffic speeds.

Converting 26th Street to one-way westbound would have several effects on local traffic, as follows:

1. Reduction in the likelihood of traffic collisions, even though the crash rate is already low.
    - The chances of head-on collisions would be largely eliminated.
    - The likelihood of right-angle collisions at cross streets caused by limited sight distance, would be reduced due to entering motorists only needing to see approaching traffic from one direction.
    - Potential conflict points, including with pedestrians, would be reduced.
2. Decrease in the traffic volumes on 26th Street by approximately half between Morningside Drive and Myrtle Avenue and by somewhat less than half between Myrtle Avenue and Manhattan Avenue. The decrease in traffic volumes would also improve traffic flow, but potentially slightly increase traffic speeds.
3. Impacts to the traffic flow on the following streets:
    - Morningside Drive – Decrease northbound traffic by over half, but somewhat increase southbound traffic
    - Myrtle Avenue – Somewhat increase northbound traffic, and decrease southbound traffic by a similar amount
    - Ozone Court:
        - It is anticipated that vehicles diverted from exiting the neighborhood on Morningside Drive at 27th Street would instead use Ozone Court and make a right turn onto 27th Street.
        - Between 25th and 26th Streets, increase northbound traffic somewhat and decrease southbound traffic by a similar amount.
        - Between 26th and 27th Streets, somewhat increase both northbound and southbound traffic, but could have a greater increase in northbound traffic.
    - 25th Street – Slightly increase eastbound traffic from Manhattan Avenue to Myrtle Avenue
    - 27th Street – Slightly increase eastbound traffic from Manhattan Avenue to Myrtle Avenue
4. Improvement in traffic flow and an increase the roadway capacity on 26th Street, as follows:
    - By eliminating vehicles traveling in opposite directions, there would be no need for vehicles to pull over and wait for each other to pass.
    - By eliminating the conflict and reducing the delay of a parked vehicle pulling out in front of a vehicle traveling in the opposite direction.

IMPACT OF PROPOSED NORTH SCHOOL TRAFFIC

The proposed North School would be built on the same footprint as the existing facility, with access to the on-site parking lot from 25th Street. The North School EIR estimated that during the AM peak hour,

the school would add 35 vehicles to 26th Street east of Myrtle Avenue and to Morningside Drive, and 5 vehicles to 26th Street west of Myrtle Avenue. With 26th Street converted to one-way, approximately 21 AM peak hour school trips would be diverted from northbound Morningside Drive to westbound 26th Street and 3 school trips would be diverted from eastbound 26th Street west of Myrtle Avenue. It is anticipated that the one-way street could better accommodate the school traffic than the existing two-way street.

FINDINGS

Converting 26th Street to one-way westbound would improve traffic flow on 26th Street and reduce the likelihood of head-on, broadside and pedestrian collisions. Although the conversion would reroute traffic on nearby streets, it is anticipated that they have adequate capacity to handle any traffic increases. Our analysis supports converting 26th Street to one-way westbound.

ADDITIONAL CONSIDERATIONS

If the City decides to convert 26th Street to one-way, the City should also consider converting certain other nearby streets to one-way at the same time. 27th Court is a narrow street that feeds the garages for the houses fronting 26th Street and 27th Street. Converting 27th Court to one-way eastbound would create a couplet with 26th Street, improving traffic flow not only on 27th Court but also for local traffic. Morningside Drive is another street to consider converting, to one-way southbound. Parking is already limited to the southbound side and the section south of 27th Court would essentially be one-way if 26th Street is converted. Converting Morningside Drive to southbound-only, however, would eliminate the primary access to exit the area onto 27th Street/Gould Avenue. Perhaps only convert the section of Morningside Drive south of 27th Court. If the City is interested in these options, they should be studied as a whole circulation system before any decisions are made.

Exhibit 1

Location Map & Existing Traffic Volumes/Speeds

(Excerpt from *North School Neighborhood Traffic Management Plan (NTMP), July 2020 Draft*, produced by Fehr & Peers, for the City of Hermosa Beach and the Hermosa Beach City School District)

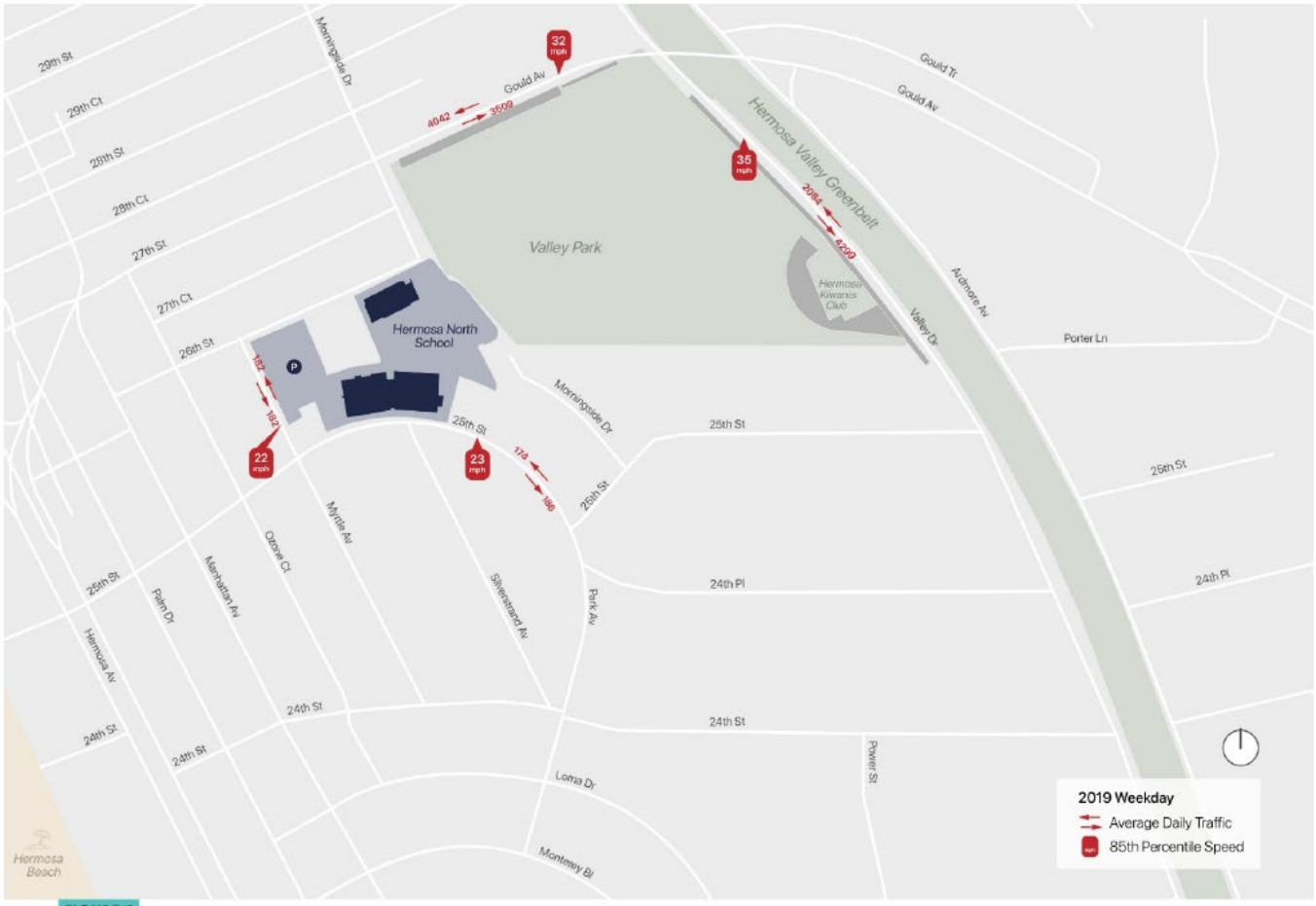

FIGURE 5

HERMOSA NORTH SCHOOL NTMP

Existing Traffic Volumes and Speeds

FEHR & PEERS