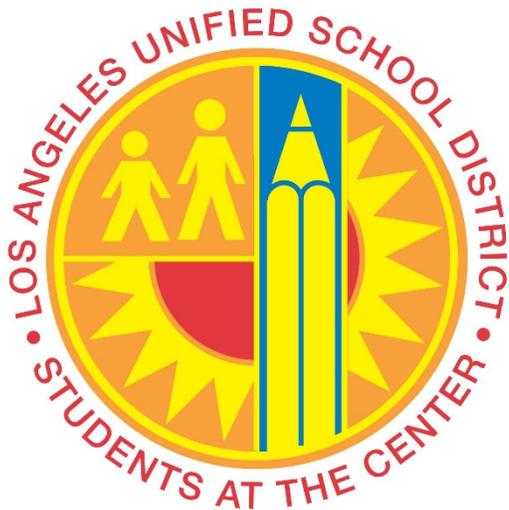


December 2021 | Mitigation Monitoring and Reporting Program



RISE KOHYANG MIDDLE SCHOOL

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1. Introduction

1.1 PURPOSE

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle by which to implement and monitor compliance with the Los Angeles Unified School District's (LAUSD's) CEQA-required mitigation measures, identified in the Rise Kohyang Middle School Project Mitigated Negative Declaration (MND) (State Clearinghouse No. 2021090586).

This MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and LAUSD practice. Section 21081.6 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.

The charter school Project is subject to the California Department of Education (CDE) design and siting requirements, and the school architectural designs are subject to review and approval by the California Division of the State Architect (DSA). The proposed Project is required to comply with specific design standards and sustainable building practices. Certain standards assist in reducing environmental impacts, such as the California Green Building Code (CALGreen Code),¹ LAUSD Standard Conditions of Approval (SC),² and the Collaborative for High-Performance Schools (CHPS) criteria.³

California Green Building Code. Part 11 of the California Building Standards Code is the California Green Building Standards Code, also known as the CALGreen Code. The CALGreen Code is a statewide green building standards code and is applicable to residential and nonresidential buildings throughout California, including schools. The CALGreen Code was developed to reduce GHG from buildings; promote

¹ California Green Building Standards Code, Title 24, Part 11.

² Program EIR for the School Upgrade Program. Report. 2015. <http://achieve.lausd.net/ceqa>.

³ The Board of Education's October 2003 Resolution on Sustainability and Design of High Performance Schools directs staff to continue its efforts to ensure that every new school and modernization project in the District, from the beginning of the design process, incorporate CHPS (Collaborative for High Performance Schools) criteria to the extent possible.

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environmentally responsible, cost-effective, healthier places to live and work; reduce energy and water consumption; and respond to the environmental directives of the Department of Housing and Community Development.

Standard Conditions of Approval for District Construction, Upgrade, and Improvement Projects (SC). SCs were adopted by the Board of Education on February 5, 2019 (Board Report Number 241-18/19). SCs are environmental standards that are applied to District construction, upgrade, and improvement projects during the environmental review process by the District Office of Environmental Health and Safety's California Environmental Quality Act (CEQA) team to offset potential environmental impacts. The SCs were largely compiled from established LAUSD standards, guidelines, specifications, practices, plans, policies, and programs. For each SC, applicability is triggered by factors such as the project type and existing conditions. These SCs are implemented during the planning, construction, and operational phases of the projects. The Board of Education adopted a previous version of the SCs on November 10, 2015 (Board Report Number 159-15/16). They were originally compiled as a supplement to the Program Environmental Impact Report (Program EIR) for the School Upgrade Program, which was certified by the Board of Education on November 10, 2015 (also Board Report No. 159-15/16). The most recently adopted SCs were updated in order to incorporate and reflect recent changes in laws, regulations, and the District's standard policies, practices and specifications (e.g., the Design Guidelines and Design Standards, which are routinely updated and are referenced throughout the Standard Conditions).

Collaborative for High-Performance Schools (CHPS). The proposed Project would include CHPS criteria points under seven categories: integration, indoor environmental quality, energy, water, site, materials and waste management, and operations and metrics. LAUSD is committed to sustainable construction principles and has been a member of CHPS since 2001. CHPS has established criteria for the development of high-performance schools to create a better educational experience for students and teachers by designing the best facilities possible. CHPS-designed facilities are healthy, comfortable, energy efficient, material efficient, easy to maintain and operate, commissioned, environmentally responsive site, a building that teaches, safe and secure, community resource, stimulating architecture, and adaptable to changing needs. The proposed Project would comply with CHPS and LAUSD sustainability guidelines. The design team would be responsible for incorporating sustainability features for the proposed Project, including on-site treatment of stormwater runoff, "cool roof" building materials, lighting that reduces light pollution, water- and energy-efficient design, water-wise landscaping, collection of recyclables, and sustainable and/or recycled-content building materials.

Project Design Features (PDF). PDFs are environmental protection features that modify a physical element of a site-specific project and are depicted in a site plan or documented in the project design plans. PDFs may be incorporated into a project design or description to offset or avoid a potential environmental impact and do not require more than adhering to a site plan or project design. Unlike mitigation measures, PDFs are not special actions that need to be specifically defined or analyzed for effectiveness in reducing potential impacts.

Mitigation Measures. If, after incorporation and implementation of federal, state, and local regulations; CHPS prerequisite criteria; PDFs; and SCs, there are still significant environmental impacts, then feasible and project-specific mitigation measures are required to reduce impacts to less than significant levels. Mitigation under CEQA Guidelines Section 15370 includes:

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- Avoiding the impact altogether by not taking a certain action or parts of an action.
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- Compensating for the impact by replacing or providing substitute resources or environments.

Mitigation measures must further reduce significant environmental impacts above and beyond compliance with federal, state, and local laws and regulations; PDFs; and SCs.

Bright Star Schools is the project proponent and developer of this Project, and as such has assumed all of the responsibilities that would typically be attributed to LAUSD. Where Standard Conditions of Approval or other measures identify “LAUSD” as the responsible party, it is understood that Bright Star Schools is in fact the responsible party for compliance with these and all measures related to the proposed Project. Specifically, Bright Star Schools is responsible for compliance with and implementation of all of the measures that are outlined in this MND for the proposed Project.

1.2 PROJECT LOCATION

The Project site is in the City of Los Angeles (west of downtown) in the Pico-Union neighborhood: 1700 and 1710 West Olympic Boulevard, and 1001, 1003, 1005, 1007, 1011, 1015, 1019, 1023, and 1029 South Beacon Avenue (APN 5137-017-014).

1.3 SUMMARY PROJECT DESCRIPTION

The proposed Project is a new charter middle school with a capacity for 450 students in grades 6-8 and 40 full- and part-time teachers and staff. The campus would include an approximately 69,200-square-foot, four-story building with staff space (reception/clerical/administration/teacher offices, meeting rooms), restrooms, support space (custodial, storage, electrical/telecommunications rooms), 21 classrooms, multipurpose room and servery, and subterranean parking garage.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 No Impact and Less Than Significant Impact

The following environmental resource areas were identified as no impact or less than significant in the Initial Study.

- Aesthetics
- Agriculture and Forestry Resources

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- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.4.2 Less Than Significant with Mitigation

The MND found that the Project would result in two potentially significant impacts without mitigation: Pedestrian Safety and Transportation. Table 1, *Mitigation Monitoring and Reporting Program*, lists the mitigation measures that were incorporated into the proposed Project. To reduce impacts associated with vehicle and pedestrian hazards at the intersection of Olympic Boulevard / Beacon Avenue, implementation of Mitigation Measures MM-PED-1 and MM-PED-2 would provide safety measures. Additionally, Mitigation Measures MM-TR-1 through MM-TR-2 have been identified to reduce the impact of daily work vehicle miles traveled (VMT) per employee. With mitigation, impacts would be less than significant.

2. Monitoring and Reporting Requirements

2.1 INTRODUCTION

CEQA requires adoption of a reporting or monitoring program for the conditions of Project approval that are necessary to mitigate, reduce, or avoid significant effects on the environment.⁴

The purpose of the MMRP is to ensure the effective implementation of the measures for the Project. In addition, it provides a means for identifying corrective actions, if necessary, before irreversible environmental damage occurs. As the Lead Agency, LAUSD is responsible for review and approval of the Project and adoption of the MMRP.

The program requirements outlined in Table 1 include:

- Mitigation measures
- Responsibility for implementation
- Implementation phase (e.g., pre-construction, construction, prior to occupancy, post-occupancy)
- Responsibility for monitoring
- Completion date and initials of monitoring party

2.2 CATEGORIZED MATRIX

Project-specific mitigation measures have been categorized in Table 1. The table serves as the basis for scheduling the implementation of and compliance with mitigation measures.

⁴ Public Resources Code, Section 21081.6.

2. Monitoring and Reporting Requirements

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measures ⁵	Responsibility for Implementation	Implementation Phase	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
PEDESTRIAN SAFETY				
<p>MM-PED-1. Prior to the first day of classes at the middle school, Bright Star Schools shall prepare a Traffic Control Plan to minimize traffic congestion and ensure a safe path of travel for walking and biking to school. Among the measures that shall be included in the Traffic Control Plan is school staff monitors or crossing guards during drop-off and pick-up.</p>	<p>Charter School administrators; FSD / OEHS</p>	<p>Prior to the first day of classes</p>	<p>LAUSD FSD / OEHS</p>	
<p>MM-PED-2. Prior to the first day of classes at the middle school, Bright Star Schools shall ensure construction of improvements at the Olympic Boulevard / Beacon Avenue intersection to generate driver awareness of pedestrian activity and increase pedestrian safety. All improvements shall comply with the California Manual of Uniform Traffic Control Devices for Streets and Highways (CA MUTCD) and with LADOT requirements and standards. Specific improvements and programs shall include:</p> <ul style="list-style-type: none"> • Enhanced crosswalk and pedestrian safety treatments such as yellow crosswalk, pavement markings, raised crosswalk, safety lighting, warning signage, in-pavement flashing beacons, curb extensions. • The charter school will provide monitors or crossing guards. Monitors or crossing guards shall be posted at the intersection of Olympic Boulevard / Beacon Avenue during the student drop-off and pick-up to facilitate pedestrian crossings and vehicular traffic flow and to ensure the safety of students. • Meetings and informational packets shall be distributed to instruct parents/guardians on the student drop-off and pick-up procedure. • The school facilities staff and school principal shall review student drop-off and pick-up procedures every month for the first year that school is in session, then quarterly after that, to identify bottlenecks and areas for improvement and shall make adjustments to the Traffic Control Plan. • Charter school administrators shall implement an incentive program to encourage parents of students to rideshare with other students. 	<p>Charter School administrators; FSD / OEHS; City of Los Angeles Public Works Department</p>	<p>Prior to the first day of classes</p>	<p>LAUSD FSD / OEHS</p>	

⁵ OEHS = Office of Environmental Health and Safety; FSD = Facilities Services Division

2. Monitoring and Reporting Requirements

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measures ⁵	Responsibility for Implementation	Implementation Phase	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
TRANSPORTATION				
<p>MM-TR-1. Transit Subsidies</p> <p>This transportation demand management strategy involves the subsidization of transit fare for employees of the proposed Project. The subsidy shall be proactively offered to each employee at least once annually for a minimum of five years. At the time of initial opening, the proposed Project shall offer a daily transit subsidy to all employees of \$2.98 per day.</p>	<p>Charter School administrators; FSD / OEHS</p>	<p>Prior to the first day of classes</p>	<p>LAUSD FSD / OEHS</p>	
<p>MM-TR-2. Ride-Share Program</p> <p>The proposed Project shall proactively aim to increase employee vehicle occupancy by providing ride-share matching services, designating preferred parking for ride-share participants, designing adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.</p>	<p>Charter School administrators; FSD / OEHS</p>	<p>Prior to the first day of classes</p>	<p>LAUSD FSD / OEHS</p>	