

Table ES-4-1: SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Mitigation Measures	Post-Mitigation Level of Impact
AESTHETICS		
The Master Plan and subsequent projects are not anticipated to have an adverse impact on aesthetics due to incorporation of a Landscaping Master Plan. Potential night lighting for the athletic fields is not anticipated to result in significant impacts for nearby residential areas.	Adherence to the Rio Hondo College Landscape Master Plan.	Less than Significant Impact
AIR QUALITY		
Construction-related daily regional emissions of CO, PM ₁₀ , NO _x , ROC, and SO _x would not exceed the SCAQMD significance thresholds and, therefore, no significant impact would occur. In addition, construction-related daily local PM ₁ emissions would not exceed the defined significance threshold and, therefore, no significant impact would occur.	Implement Best Available Control Measures for High Wind Conditions (Table 3.2.3.3-1), Dust Control Actions (Table 3.2.3.3-2), and Track Out Control Options (3.2.3.3-3)	Less than Significant Impact
Potential for cumulative significant regional NO _x air quality impacts during project operation.	Use alternative clean fuels such as bio-diesel and natural gas for public transit where possible; Use equipment operating on electricity. where possible; and Implement new vehicle technologies as they become available, where possible considering cost.	Significant unavoidable cumulative adverse impact
The proposed project is not expected to result in significant health risk due to air toxic emissions near sensitive receptors (child care facility).	Construction of a wall between south entry road and child care facility during road construction and operation. Use of clean fuels in public transportation using south access road.	Less than Significant Impact
BIOLOGICAL RESOURCES		
Potential for significant impact to nesting birds due to tree and ornamental landscaped vegetation removal during breeding season	Prior to grading for any subsequent project, a qualified ornithologist shall conduct and submit a migratory nesting bird and raptor survey report to the Rio Hondo College if construction will occur during the breeding season (March to August) of native birds. Since raptors can nest at various times of the year, raptor nest surveys	Less than Significant Impact

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	<p>will be conducted prior to construction throughout the year. The survey shall occur not more than one week prior to initiation of construction activities and any occupied nests of native birds, including both passerines and raptors, occurring within or adjacent to the construction zone shall be delineated by flagging. Flagging shall be placed to maintain a minimum buffer zone, of 250 foot for non-raptor nests and 500 feet for raptor nests, between construction activities and active nests. Once nesting has been determined to cease, construction activities may resume.</p>	
<p>Potential significant impacts to sensitive plants and/or native habitat including riparian areas subject to the jurisdiction of the United States Army Corps of Engineers and/or California Department of Fish and Game.</p>	<ol style="list-style-type: none"> 1. Prior to construction of any subsequent project in natural resource areas of the College, focused sensitive plant surveys shall be conducted during the appropriate blooming periods for the species with a potential for occurrence. If sensitive plants are located on the site, actions shall be taken to avoid or lessen disturbance, or mitigation shall be implemented if take is otherwise unavoidable. If special status species are encountered, a project-specific mitigation plan shall be developed to address construction-related special status species impacts. The mitigation plan shall emphasize avoidance and minimization of impacts to plant populations. 2. Native habitat in natural resource areas disturbed by construction shall be restored in place to match surrounding habitat where possible, and mitigated for if not possible to offset any potential net loss of habitat. A noxious weed management plan shall be implemented during construction within these areas. 3. Roots of native trees adjacent to construction areas, particularly oaks, will be avoided by not parking, staging, or excavating under tree canopies 4. Prior to removal of oak trees for any subsequent project within County of Los Angeles jurisdiction, an oak tree permit shall be secured if required by County Ordinance 22.56.2180. 	<p>Less than Significant Impact</p>

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	<p>5. Prior to undertaking any unanticipated construction activity within jurisdictional drainages on the project site, consistent with standard requirements, the following permits and agreements shall be secured as applicable: RWQCB 401 Permit, CDFG 1603 Agreement, and a Corps 404 Permit.</p> <p>6. The following construction best management practices (BMPs) shall be implemented:</p> <ul style="list-style-type: none"> a) In natural resource areas, construction limits shall be fenced or flagged to avoid disturbing preserved and sensitive habitats; b) Construction vehicles shall be driven only on existing roads outside of construction limits (vehicle routes may be mapped within construction areas to link to existing roads); c) Construction activities shall avoid water resources (including dry creeks or cement-lined channels) and associated vegetation whenever possible; d) Run-off from construction activities will be controlled in compliance with the storm water pollution prevention plan including measures such as certified weed-free straw bales and silt fencing to control erosion; 	
CULTURAL RESOURCES		
<p>Potentially significant impact related to encounter with unknown cultural or paleontological resources during construction in previously undisturbed natural resource areas.</p>	<p><i>Measure Cultural-1</i></p> <p>The potential impact to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature from the proposed project shall be reduced to below the level of significance by the presence of a qualified paleontological monitor during all ground-disturbing activities within native soils. Any paleontological discoveries shall be removed in accordance with standards for such recovery established by the Society of Vertebrate Paleontology:</p>	<p>Less than Significant Impact</p>

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	<p>Where the qualified vertebrate paleontologist identifies the potential for the grading plan to result in impacts to sites recorded to contain unique paleontological resources or sediments with a medium or high potential to contain significant paleontological resources, a program for recovery of the resources shall be required. This program must include, but not be limited to, the following:</p> <p>Monitoring of excavation in areas likely to contain paleontologic resources by a qualified vertebrate paleontologic monitor. The monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil vertebrates.</p> <ul style="list-style-type: none"> • Preparation of recovered specimens to a point of identification, including washing of sediments to recover small fossil vertebrates. • Identification and curation of specimens into a museum repository with retrievable storage. • Preparation of a report of findings with an appended, itemized inventory of the specimens. The report and inventory, when submitted to the appropriate lead agency, signifies the completion of the program to mitigate impacts to paleontologic resources. <p><i>Measure Cultural-2</i></p> <p>The impact to cultural resources related directly or indirectly to the destruction of a unique archaeological resource from the proposed project shall be reduced to below the level of significance by the presence of a qualified archaeological monitor during all ground-disturbing activities within native soils. The Rio Hondo College shall ensure that impacts to cultural resources as a result of the potential for earthmoving activity to uncover previously unrecorded archeological resources</p>	

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	<p>is below the level of significance through monitoring by a qualified archaeologist of all subsurface operations undertaken in native soils, including but not limited to grading, excavation, trenching, and recording of any previously unrecorded archeological resources encountered during construction. The plans and specifications for all ground-disturbing activities shall identify the need for archeological monitoring and data recovery. The archaeologist shall be on site during any activity when soil is to be moved or exported. The archaeologist shall be authorized to halt the proposed project in the area of a finding, and mark, collect, and evaluate any archaeological materials discovered during construction. In addition, an exploratory archaeological excavation shall be made (i.e., a sample test pit) to assess the presence of cultural resources.</p> <p>In the event that archaeological resources are encountered by the monitoring archaeologist, the archaeologist shall contact the Gabrielino/Tongva Tribal Council and arrange for a Native American monitor to be present on site during the remainder of excavation activities related to the proposed project.</p> <p>Copies of any archaeological surveys, studies, or reports of field observation during grading and land modification shall be prepared and certified by the attendant archaeologist and submitted to the South Central Coastal Information Center at California State University Fullerton. Any artifacts recovered during mitigation shall be deposited in an accredited and permanent scientific or educational institution for the benefit of current and future generations.</p> <p><i>Measure Cultural-3</i></p> <p>The Rio Hondo College shall ensure that impacts to cultural resources related to the unanticipated discovery of human remains be reduced to below the level of significance by ensuring that, in the event human remains are encountered, construction in the area of finding shall cease and the remains shall stay in-situ pending definition of an appropriate plan. The Los Angeles County Coroner</p>	

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	<p>(Coroner) shall be contacted to determine whether investigation of the cause of death is required. In the that the remains are of Native American origin, the Native American Heritage Commission shall be contacted to determine necessary procedures for protection and preservation of remains, including reburial, as provided in the State CEQA Guidelines, Section 15064.5(e), “CEQA and Archaeological Resources,” CEQA Technical Advisory Series.</p> <p>In the event of accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps shall be taken: There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <p>(A) The Coroner must be contacted to determine that no investigation of the cause of death is required, and</p> <p>(B) If the Coroner determines the remains to be Native American:</p> <ol style="list-style-type: none"> 1. The Coroner shall contact the Native American Heritage Commission within 24 hours. 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American. 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98. 4. Where the following conditions occur, the landowner of his/her authorized representative shall rebury the Native American human 	

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	<p>remains and associated grave goods, with appropriate dignity, in the property in a location not subject to further subsurface disturbance:</p> <p>(a) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.</p> <p>(b) The descendant in identified fails to make a recommendation.</p> <p>(c) The landowner or his/her authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.</p>	
FIRE PROTECTION SERVICES		
<p>Potentially significant impact related to fire protections services due to lack of fire protection facilities and staffing in the immediate area and response times in excess of nine (9) minutes.</p>	<p>If the LACFD prepares a fee nexus study for fire protection facilities, the Rio Hondo College shall provide prorata funding for an evaluation of then current call loads, response times, and fire station deployment in order to provide an adequate level of service to the project site at build-out. As determined to be necessary by the fee nexus study, and pursuant to development impact fees adopted by the County of Los Angeles, the College shall pay fees for the proposed project’s proportional share of the required facilities and equipment identified.</p> <p>When developing the infrastructure and when actual construction is proposed, the following requirements shall be incorporated into the project proposal:</p> <ol style="list-style-type: none"> 1. Development plans will be subject to review and approval according to the building fire plan check. 2. The development of the proposed project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants. 3. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky, unless approved 	<p>Less than Significant Impact</p>

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	<p>by the Fire Department. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.</p> <ol style="list-style-type: none"> 4. Fire access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky with the exception of protected tree species, unless approved the Fire Department.. Protected tree species overhanging fire access roads shall be maintained to provide a vertical clearance of 13 feet 6 inches. 5. The maximum allowable grade shall not exceed 15% except where topography makes it impractical to keep within such grade; in such cases, and absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade, including topographical difficulties, shall be no more than 17%. Grade breaks shall not exceed 10% in ten (10) feet. 6. Comply with the Fire Department requirements for access, fire flows and hydrants as outlined in the 2002 County of Los Angeles Fire Code Appendix III-AA. Fire hydrant spacing shall be based on fire flow requirements as outlined in the 2002 County of Los Angeles Fire Code Appendix III-BB. Additional hydrants shall be provided if hydrant spacing exceeds specified distances. Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A fire department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. 7. All on-site driveways/roadways shall provide a minimum unobstructed width of 28 feet, clear-to-sky unless approved by the Fire Department. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exteriors wall on one side of the proposed structure. 8. Any new access way less than 34 feet in width shall be labeled “Fire lane” on the final recording map, and final building plans. 9. The entrance to the street/driveway from any new fire lanes and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating “NO PARKING – FIRE LANE” in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use. 	

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	<p>10. All access devices and gates shall comply with California Code of Regulations, Title 19, Article 3.05 and Article 3.16.</p> <p>11. All proposals for traffic calming measures (speed humps/bumps/cushions, traffic circles, roundabouts, etc.) shall be submitted to the County of Los Angeles Fire Department for review prior to implementation.</p>	
GEOLOGY		
<p>Potentially significant adverse impact due to strong ground shaking in the event of an earthquake, and/or development in areas subject to landslides.</p>	<p>Prior to development of any new buildings or parking structures in the vicinity of the reported potential historical landslides, site-specific geological investigations shall be conducted to determine if the landslide is present and what affect the landslide, if it exists, would have on the proposed projects. If a historic landslide is confirmed to exist in the area of the proposed project and/or access roads, development plans shall be approved by a structural engineer considering the existence of the landslide and the potential effects on the new structure.</p> <p>All structural development shall conform to the California Building Code taking into consideration the estimated peak ground acceleration for the Design Basis Earthquake and the Upper Bound Earthquake of 0.54g and 0.70g, respectively.</p>	<p>Less than Significant Impact</p>
HAZARDS / HAZARDOUS MATERIALS		
<p>Potential hazard to construction workers and/or building occupants due to encounter with potential migrating landfill gases or abandoned oil well (Wilshire PELLISSIER).</p>	<p>The following measures shall be implemented to ensure that construction that would affect sites on campus that use or store hazardous materials would not have a significant impact on the environmental or pose a substantial health risk to construction workers.</p> <ul style="list-style-type: none"> • Soil sampling and analysis shall be performed to determine the extent of potential contamination beneath all USTs, clarifiers, elevator shafts, and subsurface hydraulic lift structures when onsite demolition or construction activities would affect a particular structure. This could eliminate construction delays associated with the unexpected discovery of contaminated soil. An adequate number of soil samples shall be collected 	<p>Less than Significant Impact</p>

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	<p>and analyzed for those compounds that were stored in each structure.</p> <p>The following measures shall be implemented to reduce the hazard posed by asbestos-containing materials and lead-based paint in existing campus buildings.</p> <ul style="list-style-type: none"> • Prior to renovation or demolition activities, all related asbestos survey and abatement documents shall be reviewed, and if necessary complete asbestos and lead-based paint surveys shall be performed. All asbestos-containing materials and lead-based paint shall be removed in accordance with all applicable local, state, and federal regulations. <p>The following measures are proposed to ensure that potential hazards posed (e.g. methane gas) from the adjacent landfill and any abandoned oil wells on the campus are reduced to a level of insignificance.</p> <ul style="list-style-type: none"> • Soil gas sampling and testing shall be performed in and around several buildings within the northern portion of the campus due to the presence of the adjacent landfill. In addition, soil gas sampling and testing should be performed in all subterranean basements, tunnels, or other subsurface structures throughout the school prior to or during building demolition process. Soil gas samples shall be pre-screened in the field with an organic vapor analyzer and then tested for methane. In addition, air samples shall be collected from all tunnels and basements, if present, after the structures have been isolated for several days. • If abandoned oil wells are located onsite, each well shall be uncovered and inspected. Soil samples shall be collected around the well and reservoir, if any, and tested for total recoverable petroleum hydrocarbons, heavy metals, cyanides, and volatile organic compounds (VOCs). Re-abandonment of the well(s) to current standards may be required. Methane gas and VOC surveys of any surface structures (i.e., tunnels or basements) beneath the property shall also be conducted if the presence of abandoned wells is identified. • If contaminated soil or air exceeding regulatory limits is encountered as 	

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	<p>result of any of the measures described above, a remediation plan shall be developed in consultation with the appropriate regulatory authorities and the remediation identified shall be completed.</p> <ul style="list-style-type: none"> • If methane gas is found onsite, control and protect systems should be designed for all affected enclosed buildings and structures in accordance with the appropriate regulations. 	
HYDROLOGY / WATER QUALITY		
<p>The project is not anticipated to result in a significant impact related to water quality with the incorporation of the Storm Water Pollution Prevention Plan (SWPPP).</p>	<p>Implementation of Storm Water Pollution Prevention Control Plan (SWPPP)</p>	<p>Less than Significant Impact</p>
NOISE		
<p>Potentially significant noise impacts from construction equipment during construction phase of the projects.</p>	<p>Rio Hondo College shall minimize the potential for construction noise levels to exceed the County of Los Angeles Noise Element standards by requiring the construction contractor to properly maintain all heavy equipment used for construction of each element of the proposed project:</p> <p>The Rio Hondo College shall ensure that the plans and specifications include a requirement that all construction equipment shall be properly maintained. All vehicles and compressors shall utilize exhaust mufflers. Engine enclosure covers as designed by the manufacturer shall be in place at all times. The College shall monitor the use of heavy equipment during construction to ensure conformance with the requirements of properly maintained heavy equipment.</p> <p>The Rio Hondo College shall minimize the potential for excessive construction noise levels by requiring the plans and specifications to specify restricted periods for grading and construction for each element of the proposed project: Prior to the completion of final plans and specifications, the College shall ensure that the plans and specifications include a provision that restricts grading and construction activities to daily operation from 7:00 a.m. to 10:00 p.m., Monday through Friday,</p>	<p>Less than Significant Impact</p>

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	<p>and from 8:00 a.m. to 5:00 p.m. on Saturdays, and Sundays as needed. .</p> <p>The Rio Hondo College shall ensure that the occupants of the child care facility are not subjected to excessive noise by enforcing the provisions of the State of California Uniform Building Code which specifies that the indoor noise levels not exceed 45 dB CNEL due to the combined effect of all noise sources. A sound wall shall be placed between the South Entry Road and the childcare facility during construction of the South Entry Road to protect the childcare facility from excessive noise.</p>	
SOLID WASTE		
<p>The project is not anticipated to result in a significant impact to solid waste disposal due to incorporation of both construction and operation phase recycling programs.</p>	<p>The Rio Hondo College shall provide adequate storage areas for the collection and removal of recyclable materials during construction and operation of subsequent projects.</p>	<p>Less than significant impact.</p>
TRAFFIC		<p>Unavoidable Significant Impact</p>
<p>The following key points summarize the intersection analyses:</p> <p>Under Existing conditions, the following five intersections were forecast to be operating at LOS E or F while all other intersections are operating at LOS D or better.</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard / Whittier Boulevard (LOS F AM, LOS E PM) ◆ Pioneer Boulevard / Beverly 	<p><u>Norwalk Boulevard/Whittier Boulevard (AM Impact)</u></p> <ul style="list-style-type: none"> ◆ Provide an exclusive westbound right turn lane. Implementation of this mitigation will require restriping and right-of-way acquisition to construct the proposed westbound right turn lane. This mitigation will improve the AM peak hour LOS F (1.206 V/C) to LOS F (1.148 V/C) and fully mitigate the project traffic impact. <p><u>Norwalk Boulevard/Beverly Boulevard (PM Impact)</u></p> <ul style="list-style-type: none"> ◆ Provide dual eastbound left turn lane. Implementation of this mitigation will require median modifications and restriping for both 	<p>With the implementation of the recommended mitigation measures, four of the seven, impacted intersections would be fully mitigated by the proposed project mitigations presented above.</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard/Whittier Boulevard

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<p>Boulevard (LOS E AM)</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard / Beverly Boulevard (LOS E AM, LOS F PM) ◆ Workman Mill Road / College Drive (LOS E AM) ◆ Workman Mill Road / North Drive (LOS F PM) <p>Under Future (2015) Base conditions, the following five intersections were forecast to operate at LOS E or F while all other intersections are operating at LOS D or better.</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard / Whittier Boulevard (LOS F AM, PM) ◆ Pioneer Boulevard / Beverly Boulevard (LOS F AM, LOS E PM) ◆ Norwalk Boulevard / Beverly Boulevard (LOS F AM, PM) ◆ Workman Mill Road / College Drive (LOS E AM) ◆ Workman Mill Road / North Drive (LOS F PM) <p>Under Future (2015) Base Plus Project conditions, the following six</p>	<p>eastbound and westbound approaches. This mitigation will improve the PM peak hour LOS F (1.352 V/C) to LOS F (1.156 V/C) and fully mitigate the project traffic impact.</p> <p><u>Workman Mill Road/Rose Hills Drive (AM, PM Impact)</u></p> <ul style="list-style-type: none"> ◆ Provide a third northbound through lane to provide additional capacity for northbound through traffic during the PM peak hour. This mitigation will require restriping and potential right of way acquisition and removal of existing on-street parking. If implemented, this mitigation will improve AM peak hour LOS D (0.850 V/C) to LOS D (0.806 V/C) and PM peak hour LOS D (0.886 V/C) to LOS B (0.674 V/C). Although, this intersection was identified to be impacted according the traffic impact threshold criteria, the AM peak hour LOS D is still considered an acceptable intersection operating condition. The remaining unmitigated impact during the AM peak hour is an unavoidable traffic impact. <p><u>Workman Mill Road/Rose Hills Gate (AM, PM Impact)</u></p> <ul style="list-style-type: none"> ◆ Convert the current northbound exclusive right turn lane to a shared right and through lane. This will provide additional northbound capacity during the PM peak hour. Implementation of this mitigation will require restriping of the roadway segment. The proposed improvement might affect the northbound right turn traffic to the Rose Hills Cemetery. If implemented, this mitigation will improve AM peak hour LOS D (0.817 V/C) to LOS B (0.625 V/C) and PM peak hour LOS E (0.941 V/C) to LOS C (0.702 V/C). This improvement may require additional right-of-way and if the 	<ul style="list-style-type: none"> ◆ Norwalk Boulevard/Beverly Boulevard ◆ Peck Road/Rooks Road ◆ NB 605 Ramps/Pellisier Place <p>Three of the seven, impacted intersection would have unavoidable traffic impacts even with project mitigations presented above.</p> <ul style="list-style-type: none"> ◆ Workman Mill Road/Rose Hills Drive ◆ Workman Mill Road/Rose Hills Gate ◆ Peck Road/Workman Mill Road

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<p>intersections were forecast to operate at LOS E or F while all other intersections are operating at LOS D or better.</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard / Whittier Boulevard (LOS F AM, PM) ◆ Pioneer Boulevard / Beverly Boulevard (LOS F AM, LOS E PM) ◆ Norwalk Boulevard / Beverly Boulevard (LOS F AM, PM) ◆ Workman Mill Road / Rose Hills Gate (LOS E PM) ◆ Peck Road / Rooks Road (LOS F AM) ◆ NB 605 Ramps / Pellisier Place (LOS E AM) <p>Under Future (2015) Base Plus Project and Cumulative Projects conditions, the following four intersections were forecast to operate at LOS E or F while all other intersections are operating at LOS D or better.</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard / Whittier Boulevard (LOS F AM, PM) ◆ Pioneer Boulevard / Beverly Boulevard (LOS F AM, LOS E 	<p>adjacent property owners do not agree with this improvement this will become an <u>unavoidable traffic impact</u>.</p> <p><u>Peck Road/Workman Mill Road (AM and PM Impact)</u></p> <ul style="list-style-type: none"> ◆ Restripe the exclusive southbound right turn lane into a shared through lane. This will provide additional capacity for the southbound direction. If implemented, the AM peak hour LOS D (0.879 V/C) will improve to LOS D (0.807 V/C) and maintain PM peak hour LOS D (0.802 V/C) conditions. Even with the implementation of the proposed mitigation this location will remain an impact during both AM and PM peak hour, therefore any remaining unmitigated change in V/C is an <u>unavoidable traffic impact</u>. <p><u>Peck Road/Rooks Road (AM and PM Impact)</u></p> <ul style="list-style-type: none"> ◆ Provide dual westbound left turn lanes, restripe the southbound approach to provide a dedicated lane to the southbound 605 Freeway On ramp and provide a dedicated southbound right turn only lane. If implemented, this mitigation will improve AM peak hour LOS F (1.108 V/C) to LOS C (0.751 V/C) and PM peak hour LOS D (0.816 V/C) to LOS B (0.684 V/C) and <u>fully mitigate</u> the project traffic impact. <p><u>NB 605 Ramps/Pellisier Place (AM Impact)</u></p> <ul style="list-style-type: none"> ◆ Provide an exclusive westbound right turn lane. If implemented, this mitigation will improve AM peak hour LOS E (0.923 V/C) to LOS D (0.856 V/C) and PM peak hour LOS B (0.687 V/C) to LOS 	

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<p>PM)</p> <ul style="list-style-type: none"> ◆ Norwalk Boulevard / Beverly Boulevard (LOS F AM, PM) ◆ Shepherd Street / NB 605 Off Ramp (LOS F AM) 	<p>LOS D (0.856 V/C) and PM peak hour LOS B (0.687 V/C) to LOS B (0.651 V/C). This mitigation would fully mitigate the project traffic impact.</p> <p><u>Proposed South Access Road</u></p> <ul style="list-style-type: none"> ◆ As part of the Master Plan, the college will provide a new intersection and traffic signal for the proposed South Access Road at Workman Mill Road. The new intersection will to be located just north of the baseball field and south of the track/soccer field. The roadway will traverse the two sports fields and continue eastbound along the campus’ southern perimeter fence. This new mitigated intersection location improves upon the preliminary south college entrance proposal, which was initially along the south perimeter fence and a short distance to the Rose Hills Gate traffic signal. This mitigation relocates the proposed South Access Road midway between existing traffic signals at the Rose Hills Gate and College Drive. This mitigation addresses both the traffic operation and capacity needs of the Master Plan and provides better signal spacing between signalized intersections. <p><u>Proposed North Access Road</u></p> <ul style="list-style-type: none"> ◆ Provide a new intersection and traffic signal to the north of the existing North Drive college entrance. This new intersection will function as shared access point for the college and the Sanitation District facilities. This mitigation addresses both the traffic operation and capacity needs. 	