
I. INTRODUCTION/SUMMARY

INTRODUCTION

Purpose of the EIR

This Program Environmental Impact Report (“EIR”) has been prepared by the City of El Segundo (“City”) to evaluate the potential environmental impacts associated with the proposed update to the Circulation Element of the El Segundo General Plan (“the proposed Circulation Element Update”). The City last adopted an update to its General Plan in 1992. That update included a comprehensive evaluation and update of the Circulation Element. At that time, a substantial amount of traffic analysis was conducted, and a variety of land use and Floor Area Ratio (FAR) alternatives were evaluated for different portions of the City. The City initiated the current process that resulted in the proposed Circulation Element Update in order to review and update the Circulation Element in light of the most current information regarding the City’s roadway network and traffic conditions, and to study different possible density changes in the Urban Mixed-Use North (MU-N) and Corporate Office (CO)-zoned areas of the City. Additionally, the City wanted to investigate non-traditional means of accommodating increasing transportation needs in the City.

The proposed Circulation Element Update would modify the adopted Circulation Element by: (1) deleting specified roadway segments from the planned Circulation Element roadway network; (2) changing specified Circulation Element policies to convert Nash and Douglas Streets from one-way to two-way operation; (3) physical changes in roadways and intersections to convert Nash and Douglas Streets from one-way to two-way operation; (4) development of a roadway system involving a future development site at the northeast corner of Sepulveda Boulevard and Rosecrans Avenue at the southern edge of the City; (5) deleting Nash Street as a secondary arterial between El Segundo Boulevard and Park Place and allowing for an alternative means to achieve this connection; and (6) changing specified Circulation Element policies to define feasible intersection improvements and providing for the implementation of feasible improvements to address future growth in traffic levels in the City. As part of the Circulation Element Update process, the City also evaluated a series of potential changes to the currently permitted FARs for the MU-N and CO zones. The proposed Circulation Element Update makes no changes with respect to existing General Plan land use designations and zoning classifications. A detailed description of the proposed Circulation Element Update is contained in Section II (Project Description) of this EIR.

Because the proposed Circulation Element Update will require discretionary action by the City, it is subject to the California Environmental Quality Act (CEQA), under which the City is the designated Lead Agency. The City Community, Economic and Development Services Department administers the process by which environmental documents for modifications to City plans are prepared and reviewed by the City pursuant to the applicable provisions of the City Municipal Code and the City’s guidelines

for implementation of CEQA. On the basis of these procedures, it was determined that the proposed Circulation Element Update could result in one or more significant effects on the environment, and that an EIR should be prepared.

As described in Section 15121(a) and 15362 of the State CEQA Guidelines (Guidelines), an EIR is an informational document which will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. This EIR, therefore, focuses on potential significant effects on the environment that could result from the proposed Circulation Element Update. In addition, feasible mitigation measures are identified, when applicable, that could reduce significant effects and alternatives are evaluated for their potential to reduce significant environmental effects.

EIR Approach

The proposed Circulation Element Update encompasses proposed changes to the City's planned roadway system that are designed to meet the transportation needs of the City and to accommodate expected future growth in vehicle traffic in the City. The proposed Circulation Element Update also includes the policy decision of the City not to change General Plan land use designations or change allowable FARs under the MU-N and CO zones. The environmental analysis of the proposed Circulation Element Update addresses: (1) the operation of the proposed City roadway network under conditions of future traffic growth; (2) noise and air quality effects that could result from the operation of the planned roadway network; and (3) other environmental effects that could result from activities associated with implementing the planned roadway network and improvements to intersections identified in the proposed Circulation Element Update.

This EIR is a Program EIR that has been prepared in accordance with the provisions of State CEQA Guidelines Sections 15168. Guidelines Section 15168(a) defines a Program EIR as an EIR which may be prepared on a series of actions that can be categorized as one large project and are related either: geographically; as logical parts in the chain of contemplated actions; in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or as individual undertakings carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. Guidelines Section 15168(b) lists the advantages of a Program EIR as:

- Providing an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action;
- Ensuring consideration of cumulative impacts that might be slighted in a case-by-case analysis;
- Avoiding duplicative reconsideration of basic policy considerations;

- Allowing the lead agency to consider broad policy alternatives and program wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts;
- Allowing reduction in paperwork.

Under Guidelines Section 15168(c), future activities in the program must be evaluated in the light of the Program EIR to determine whether an additional environmental document must be prepared. This Section requires that: (1) if a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or negative declaration; (2) if the lead agency finds that no new effects could occur or no new mitigation measures would be required, the agency can approve the project as being within the scope of the project covered by the Program EIR and no new environmental document would be required. Subsequent activities associated with implementation of the Circulation Element, including the proposed Circulation Element Update, would involve specific roadway and intersection plans, designs and construction. As these specific projects are undertaken, subsequent environmental analysis shall be undertaken to examine the effects of the specific roadway and intersection improvements in light of the Program EIR to determine whether a new Initial Study would be required to be prepared leading to either an EIR or Negative Declaration. The requirements for subsequent environmental analysis are set forth in Section IV, Environmental Impact Analysis, of this Program EIR. The subsequent environmental analysis, the Initial Study (if required) and the negative declaration or EIR (if required) would be made available for public review and comment prior to any decision on the part of the City to proceed with the later activity (i.e. roadway/intersection improvement).

The proposed Circulation Element Update includes changes in Circulation Element policies to convert Nash and Douglas Streets from one-way to two-way operation (see description under Proposed Project Description below). This component of the proposed Circulation Element Update would be a near-term project that would be undertaken by the City to implement the proposed Circulation Element Update, rather than a later activity to be addressed under Guidelines Section 15168(c). As such, this EIR includes an evaluation of the potential environmental effects of the conversion of Nash and Douglas Streets from one-way to two-way operations. The City does not intend to prepare any further environmental document with respect to the proposed conversion of Nash and Douglas Streets to two-way operations.

EIR Process

Notice of Preparation

Comments from identified responsible and trustee agencies, as well as interested parties of the scope of the EIR, were solicited through a Notice of Preparation (NOP) process. A NOP for the proposed Circulation Element Update was circulated for a 30-day public review period beginning on January 2, 2004, and ending on February 2, 2004. An Initial Study was prepared and circulated by the City with

the NOP. A copy of the Initial Study is contained in Appendix A to this EIR. Subsequent to the circulation of the NOP and Initial Study and receipt of comments, changes in the scope of the proposed Circulation Element Update were made by the City. These changes, in the Lead Agency's judgment, necessitated the circulation of a revised NOP for the purpose of obtaining additional input on the scope of the EIR. A Revised NOP and Initial Study was circulated for a 30 day public review period beginning on May 7, 2004 and ending on June 7, 2004. A copy of the Revised NOP and Initial Study is contained in Appendix A to this EIR.

Environmental Issues to be Analyzed in the EIR

Based on comments submitted in response to the NOP and the review of environmental issues by the City of El Segundo Department of Community, Economic and Development Services contained in the Initial Study, the EIR analyzes the following environmental impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Land Use
- Noise
- Population, Housing, and Employment
- Transportation and Traffic

Environmental Review Process

The Draft EIR will be circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days. Public hearings on the EIR for the proposed Circulation Element Update will be held during the review period and after the preparation of the Final EIR. Notice of the time and location will be published prior to any public hearing dates. All comments or questions about the Draft EIR should be addressed to:

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Following a public review, a Final EIR will be prepared, which will include responses to comments received during the public review period. The Final EIR will be available for public review at least 10 days prior to its certification by the City of El Segundo.

Organization of the Draft EIR

The Draft EIR is organized into seven sections as follows:

Section I (Introduction and Summary): This section provides an introduction to the environmental review process and a summary of the project description, alternatives, environmental impacts, and mitigation measures.

Section II (Project Description): A complete description of the proposed Circulation Element Update is presented, including a description of the process by which the proposed Circulation Element Update was developed, the components of the proposed Circulation Element Update and discretionary actions.

Section III (Environmental Setting): An overview of the environmental setting is provided including a regional setting and land uses.

Section IV (Environmental Impact Analysis): The Environmental Impact Analysis section is the primary focus of this EIR. Each environmental issue contains a discussion of existing conditions, an assessment and discussion of the significance of impacts associated with the proposed Circulation Element Update, requirements for subsequent environmental analysis, if any, mitigation measures, cumulative impacts, and level of impact significance after mitigation.

Section V (General Impact Categories): This section provides a discussion of significant and unavoidable impacts of the proposed Circulation Element Update, a discussion of potential growth inducement, and an explanation of significant irreversible environmental changes.

Section VI (Alternatives to the Proposed Project): This section includes an analysis of a range of reasonable alternatives to the proposed Circulation Element Update. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the project and that would avoid or substantially lessen any of the significant effects of the project.

Section VII (Preparers of the EIR and Persons Consulted): This section presents a list of City, County, and other agencies and consultant team members that contributed to the preparation of the EIR.

SUMMARY

Proposed Project Description

The City developed a series of policies and actions that constitute the proposed Circulation Element Update. The proposed Circulation Element Update addresses deletions of several planned roadways (to conform to existing physical constraints), changes in Circulation Element policies including among other things, conversion of Nash and Douglas Streets from one-way to two-way operation, and identification and construction of feasible physical improvements to modify and improve the City's planned roadway system as it would be set forth in the updated Circulation Element. In addition, after considering the potential effects of alternative FARs for the CO and MU-N zones, the City decided not to propose changes in the land use designations as presently set forth in the General Plan Land Use Element or zoning classifications. The specific proposed changes to the Circulation Element therefore include: 1) changes in roadway designations; 2) physical changes in roadway configurations; 3) intersection improvements and revisions to goals, policies, and objectives of the Circulation Element; and 4) all to be implemented under a No Land Use Change scenario.

Changes in Roadway Designations

- Deleting the previously planned portion of Mariposa Street between Douglas Street and Aviation Boulevard.
- Deleting the previously planned portion of Grand Avenue between Douglas Street and Aviation Boulevard. This action would also result in deleting the truck route along this segment.
- Deleting the east-west Secondary Arterial Street between Hughes Way and Douglas Street.
- Deleting Nash Street as a Secondary Arterial between El Segundo Boulevard and Park Place. This action would also result in deleting the truck route along this segment.
- Converting Nash Street from a one-way southbound street to a two-way Secondary Arterial between Imperial Highway and El Segundo Boulevard.
- Converting Douglas Street from a one-way northbound street to a two-way Secondary Arterial between Imperial Highway and El Segundo Boulevard.
- Retaining the Grand Avenue truck route between Main Street and Sepulveda Boulevard.
- Changing the designation of Park Place between Nash and Douglas Streets from Local Commercial street to Collector street.

Physical Changes in Roadway Configurations

- Developing a street system within the site located on the northeast corner of the intersection of Sepulveda Boulevard and Rosecrans Avenue (the Sepulveda/Rosecrans site) consistent with the development concept of that site. It is expected that there will be a north-south, two-lane, albeit circuitous, roadway connection between El Segundo Boulevard and Park Place in lieu of the Nash Street Secondary Arterial (to be deleted). This connection may not be a linear route and may entail several turns. A two-lane, east-west connection between Sepulveda Boulevard and Nash Street along a new alignment would be provided through the Sepulveda/Rosecrans site.
- Converting Nash Street from a one-way southbound street to a two-way Secondary Arterial between Imperial Highway and El Segundo Boulevard.
- Converting Douglas Street from a one-way northbound street to a two-way Secondary Arterial between Imperial Highway and El Segundo Boulevard.
- Intersection modifications at six intersections on Nash Street and four intersections on Douglas Street associated with the change from one-way to two-way operation.

Intersection Improvements and Revisions to Circulation Element Policies

- The proposed Circulation Element Update includes planned intersection improvements designed to achieve LOS D or better. The proposed Circulation Element Update includes modifications to Circulation Element policies that would limit potential intersection improvements to those that can be feasibly implemented, by limiting lane additions beyond the existing right-of-way to those that would not affect buildings, freeway supports or railroad rights-of-way.

Under the proposed Circulation Element Update, planned intersection improvements would be located at the following intersections:

- Aviation Boulevard/Imperial Highway
- Aviation Boulevard/El Segundo Boulevard
- Aviation Boulevard/Utah Avenue
- Aviation Boulevard/Rosecrans Avenue
- Sepulveda Boulevard/Imperial Highway
- Sepulveda Boulevard/Maple Avenue
- Sepulveda Boulevard/Mariposa Avenue
- Sepulveda Boulevard/Grand Avenue
- Sepulveda Boulevard/El Segundo Boulevard

- Sepulveda Boulevard/Rosecrans Avenue
- Atwood Way/I-105 Eastbound Ramp Entrance
- Douglas Street/El Segundo Boulevard
- Continental Boulevard/Grand Avenue
- El Segundo Boulevard/Isis Avenue

No Land Use Change Scenario

In order to estimate levels of traffic that would be generated under the “No Land Use Change Scenario”, a projection of the levels of future development that would result by the year 2025 was developed. Accordingly, the No Land Use Change Scenario reflects the following assumptions:

- Vacant land¹ was assumed to develop in accordance with appropriate zoning designation.
- Development of recyclable parcels² was calculated assuming that any property developed at less than 50% of its maximum permitted FAR would be redeveloped up to its maximum FAR per the General Plan, with no changes to FAR in the CO and MU-N zones. This assumption reflected the level at which it would be economically feasible to develop such a property.
- Large projects, including the proposed development at the Sepulveda/Rosecrans Rezoning and Plaza El Segundo site, Playa Vista and LAX Master Plan, were included in the analysis.
- The effect of transit was reflected in the traffic volume projections.

¹ A vacant land survey prepared in 1995 provided the basis for a revised vacant land survey. Staff reviewed the list of vacant properties and removed from the list parcels which had been developed since 1995 and added buildings which had been demolished since 1995. The revised vacant land survey is contained in Appendix G to this EIR. For the purposes of projecting future traffic volumes, all vacant land that was not included in the major projects assumption was assumed to be developed to the maximum FAR permitted under the current General Plan and zoning designations by 2025.

² Staff prepared a list of potentially recyclable parcels, to provide a basis for estimating future traffic from the reuse or replacement of these parcels. Recyclable parcels include structures, which are below the allowed FAR, that are near the end of their life span and are likely to be replaced. The list was developed by first conducting a “windshield survey” of the commercial and industrial areas of the City then by reviewing the County Assessor parcel data. Data regarding the parcel size, structure size, and year built was obtained from the Assessor’s rolls as well as City building permits. The list of recycled parcels used in this analysis is contained in Appendix H to this EIR.

A traffic model was developed to analyze the existing conditions and potential changes to the City's street and roadway network. This model was based on the Southern California Association of Government's (SCAG) regional model for travel patterns to, from and through the City of El Segundo. The model was refined and custom tailored to reflect the City's street and roadway network in greater detail than was possible with the regional model.

- It was assumed that there would be a 10% enhancement in roadway and intersection capacity to reflect the traffic flow benefits of the application of Intelligent Transportation Systems (ITS) measures.
- For the analysis of intersections, lane capacity was assumed to be 1,600 vehicles per hour per lane per hour of green signal time, plus a ten percent enhancement for ITS. Lost time was assumed to be 5% or 0.05.

Alternatives

This EIR considers a range of alternatives to the proposed Circulation Element Update to promote informed decision-making in accordance with Section 15126(d) of the CEQA Guidelines. The alternatives include: A) No Project; B) FAR 0.8; C) FAR 1.0; and D) FAR 1.3.

No Project

Under the No Project Alternative, the proposed Circulation Element Update would not be implemented and the policies set forth in the adopted Circulation Element would remain unchanged. The Circulation Element roadway network would remain as currently set forth in the adopted Circulation Element. Nash and Douglas Streets would not be converted from one-way to two-way operation. Traffic growth from land uses within the City of El Segundo would be governed by the adopted General Plan land use designations and increased regional traffic that would use the City's roadway system would be as currently anticipated in adopted Southern California Association of Governments (SCAG) regional growth forecasts and associated regional transportation models.

FAR 0.8 Alternative

Under the FAR 0.8 alternative, the Land Use Element of the City's General Plan and associated zoning classifications would be amended to provide for a maximum FAR of 0.8 in the areas of the City that are currently zoned Urban Mixed-Use North (MU-N) and Corporate Office (CO). Under the existing General Plan designations and zoning classifications, development in the MU-N zone is presently permitted to a maximum FAR of 1.3, while development in the CO zone is limited to a maximum FAR of 0.8. Thus, under the FAR 0.8 alternative, maximum development density in the MU-N zone would be reduced to 0.8 FAR, while the maximum development density in the CO zone would remain the same. All other land use designations set forth in the General Plan and zoning code would remain the same. Future levels of regional traffic that would utilize the City's roadway system would remain as

currently anticipated in adopted SCAG regional growth forecasts and associated regional transportation models. The proposed changes to Circulation Element policies and roadway configurations would be the same as under the proposed Circulation Element Update. Nash and Douglas Streets would be converted from one-way to two-way operations.

FAR 1.0 Alternative

Under the FAR 1.0 Alternative, the Land Use Element of the City's General Plan and associated zoning classifications would be amended to provide for a maximum FAR of 1.0 in the areas of the City that are currently zoned Urban Mixed-Use North (MU-N) and Corporate Office (CO). Under the existing General Plan designations and zoning classifications, development in the MU-N zone is presently permitted to a maximum FAR of 1.3, while development in the CO zone is limited to a maximum FAR of 0.8. Thus, under the FAR 1.0 alternative, maximum development density in the MU-N zone would be reduced to 1.0 FAR, while the maximum development density in the CO zone would increase to 1.0 FAR. Future levels of regional traffic that would utilize the City's roadway system would be as currently anticipated in adopted SCAG regional growth forecasts and associated regional transportation models. The proposed changes to Circulation Element policies and roadway configurations would be the same as under the proposed Circulation Element Update. Nash and Douglas Streets would be converted from one-way to two-way operations.

FAR 1.3 Alternative

Under the FAR 1.3 Alternative, the Land Use Element of the City's General Plan and associated zoning classifications would be amended to provide for a maximum FAR of 1.3 in the areas of the City that are currently zoned Urban Mixed-Use North (MU-N) and Corporate Office (CO). Under the existing General Plan designations and zoning classifications, development in the MU-N zone is presently permitted to a maximum FAR of 1.3, while development in the CO zone is limited to a maximum FAR of 0.8. Thus, under the FAR 1.3 alternative, maximum development density in the MU-N zone would remain the same, while the maximum development density in the CO zone would increase to 1.3 FAR. All other land use designations set forth in the General Plan and zoning code would remain the same. Future levels of regional traffic that would utilize the City's roadway system would be as currently anticipated in adopted SCAG regional growth forecasts and associated regional transportation models. The proposed changes to Circulation Element policies and roadway configurations would be the same as under the proposed Circulation Element Update. Nash and Douglas Streets would be converted from one-way to two-way operations.

Environmentally Superior Alternative

None of the alternatives examined in this EIR would avoid the significant and unavoidable impacts of the proposed Circulation Element with respect to construction air quality and construction noise. The only option available to avoid these impacts would be to conduct no construction activity in conjunction with the proposed Circulation Element Update. The option of taking no action with respect to the

Circulation Element roadway network in the City (i.e., modifying the Circulation Element to leave the City's roadway network as it currently exists) was considered and rejected by the City because traffic growth both inside and outside of the City would continue as a result of other factors (economic development, population growth) and it would not be a reasonable policy for the City to take no action in the face of this continued growth in traffic. Similarly, all of the alternatives examined in this EIR would have less than significant impacts with respect to aesthetics, operational air quality, land use, operational noise and population, housing and employment as a result of implementing roadway or intersection improvements in the City. Taking no action would also be the only way to eliminate these impacts and was similarly considered and rejected by the City.

The only substantial difference between the alternatives examined in this EIR is related to the ability of the alternatives to accommodate projected growth in traffic in the City to the year 2025. In this regard, the FAR 0.8 alternative would be environmentally superior to the proposed Circulation Element. Even though one additional intersection would exceed the City's level of service threshold under the FAR 0.8 alternative compared to the proposed Circulation Element Update, the FAR 0.8 alternative would have beneficial impacts (i.e., reducing ICU value) at 10 more intersections during the a.m. peak hour and 8 more intersections during the p.m. peak hour than would the proposed Circulation Element Update. However, the FAR 0.8 alternative would not meet the objectives of the project as it would reduce allowable development density in the MU-N zone from 1.3 to 0.8, which would potentially affect the City's economic and employment base, and would therefore be inconsistent with the policies of the General Plan Economic Development Element. Overall, the No Project, the FAR 1.0 and the 1.3 alternatives would have traffic impacts that are similar to or higher than the proposed Circulation Element Update and would not be environmentally superior to the proposed Circulation Element Update.

Environmental Impacts and Mitigation Measures

Table I-1 summarizes the various environmental impacts associated with the construction and operation of the Proposed Project. Mitigation measures are identified for significant impacts, and the level of significance after mitigation is also identified.

Areas of Controversy

Areas of controversy that could be associated with the proposed Circulation Element Update would include whether or not to change the characteristics of the General Plan Land Use Element land use designations and the extent to which the City can feasibly implement roadway and intersection improvements to address conditions of future traffic growth in the City. Areas of controversy could also be associated with the significant and unavoidable impacts of the proposed Circulation Element Update, which include impacts at six intersections, construction air emissions and construction noise.

Issues to be Resolved

Issue to be resolved in conjunction with the proposed Circulation Element Update include the timing of future roadway and intersection improvements, which is dependent upon financing, design and construction phasing considerations.

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
TRANSPORTATION AND TRAFFIC		
<p>Future traffic levels generated as a result of land uses within the City were estimated for year 2025 based on the existing General Plan land use and zoning designations. The analysis used the SCAG regional traffic model as the basis for factoring in traffic growth from outside the City.</p> <p>An analysis was conducted to determine the capability of the roadway system set forth in the adopted Circulation Element to accommodate future traffic projected to occur under the No Land Use Change scenario. In the absence of the proposed Circulation Element Update, it would be reasonably foreseeable that the City's roadway system would continue to develop in accordance with the designations and policies set forth in the adopted Circulation Element. An additional analysis was conducted to determine the capability of the roadway system that would result from the proposed Circulation Element Update to accommodate future traffic, reflecting the modifications to the existing Circulation Element roadway system and policies that are contained in the proposed Circulation Element Update.</p> <p>The ICU and LOS values for the "Without Project" and "With Project" scenarios were compared against the City's threshold of significance to determine locations where significant impacts would occur. With respect to the proposed Circulation Element Update, an "impact" represents a location where the future growth in traffic would exceed the City's level of service standard, in spite of implementing all feasible improvements at the intersection. A total of six intersections would be unable to accommodate year 2025 traffic in an acceptable LOS D or better in the a.m. peak hour, p.m. peak</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>None required.</p> <p><u>Mitigation Measures</u></p> <p>The proposed Circulation Element Update includes policies that provide for the implementation of all feasible intersection improvements to achieve LOS D or better at intersections throughout the City. There are no further feasible mitigation measures that could be implemented at the six locations where the City's level of service standard would be exceeded.</p> <p>Because no significant impacts would occur with respect to the Congestion Management Program, no mitigation measures are required.</p>	<p>Because no additional mitigation measures are available, impacts at the six intersections where the City's level of service standard would be exceeded would be significant and unavoidable. Impacts at the remaining 49 intersections would be less than significant. Impacts related to the CMP would be less than significant.</p> <p>The six intersections that would exceed the City's level of service threshold, even after implementation of all feasible intersection improvements, are:</p> <ul style="list-style-type: none"> • Aviation Blvd/ Imperial Hwy • Aviation Blvd/ El Segundo Blvd

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>hour or both, after implementation of all feasible intersection improvements. The remaining 49 study intersections would not exceed the level of service standard under future conditions and would not be significantly impacted. Implementation of the proposed Circulation Element Update would improve the ICU value at 21 intersections in the a.m. peak hour and 21 intersections in the p.m. peak hour, which would constitute a beneficial impact of the proposed Circulation Element Update.</p> <p>Analysis of freeway segments or designated intersections would not be required under the Los Angeles County Congestion Management Program (CMP), based upon trip generation. No additional traffic beyond that already anticipated in the El Segundo General Plan and SCAG regional model would be expected to utilize Sepulveda Boulevard (State Route 1). Thus, implementation of the proposed Circulation Element Update would not impact Sepulveda Boulevard and could potentially have beneficial effects with regard to future traffic levels that would use that roadway. The proposed Circulation Element Update would include roadway intersection improvements designed to accommodate growth in traffic levels projected to occur in the City through 2025. The Circulation Element roadway network would be designed to operate in a manner that would allow for effective flow of traffic through the City on surface streets and thus would not cause additional traffic to utilize the surrounding freeways to bypass conditions of congestion within the City. As such, the proposed Circulation Element Update would not cause additional traffic congestion on the Century Freeway (I-105). Impacts of the proposed Circulation Element Update with respect to the CMP would be less than significant.</p>		<ul style="list-style-type: none"> • Aviation Blvd/ Rosecrans Ave • Sepulveda Blvd/ Rosecrans Ave • Sepulveda Blvd/ El Segundo Blvd • Douglas St/ El Segundo Blvd

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
AESTHETICS		
<p>The proposed changes in roadway designations and the construction of the new roadway system identified as part of the El Segundo Circulation Element Update would not produce a significant lighting impact.</p> <p>Under the proposed Circulation Element Update, modifications to 14 intersections are identified to accommodate growth in future traffic levels in the City. Implementation of these intersection improvements would have the potential to generate increased lighting levels that could impact light sensitive receptors. These impacts could occur at up to four intersections that are located near residential areas by increasing the amount of street lights and traffic signals in the immediate area. These intersections include:</p> <ul style="list-style-type: none"> • Intersection #12 - Aviation Boulevard/El Segundo Boulevard (Hollyglen) • Intersection #13 - Aviation Boulevard/Utah Avenue (Hollyglen) • Intersection #25 - Sepulveda Boulevard/Rosecrans Avenue (Manhattan Beach) • Intersection #50 - El Segundo Boulevard/Isis Avenue (Del Aire and Hollyglen) <p>The Bright Horizons Day Care would not be impacted by increased night lighting as it is a daytime use.</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any intersection improvement project proposed at one of the four intersections to identify potential impacts on sensitive receptors that could result from additional lighting. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> • Prior to implementation of specific intersection improvements, impacts associated with increased night lighting in the area shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading to either an EIR or Negative Declaration. This examination shall address the potential of the subsequent activity to increase ambient lighting levels beyond those identified in the Program EIR. The analysis shall incorporate the mitigation measures identified below as appropriate. <p><u>Mitigation Measures</u></p> <p>The following mitigation measures shall be incorporated in any improvement project proposed at one of the four identified intersections if applicable.</p> <p>C-1 Street lights shall be designed and located to minimize spill over of light into residential areas.</p> <p>C-2 New lighting sources shall be shielded to direct light downward and not toward the sky to minimize atmospheric light pollution.</p>	<p>Impacts of the conversion of Nash and Douglas Streets from one-way to two-way operations and intersection improvements, with the exception of the four listed above, would be less than significant.</p> <p>Impacts of the improvements at the four intersections identified above would be determined by the subsequent environmental documentation.</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
AIR QUALITY		
<p>Minimal or no construction emissions would be expected to result from the conversion of Nash and Douglas Streets from one-way to two-way, as this activity would occur within the existing right-of-way and would involve only restriping of the existing roadway and possible installation of new street lighting or traffic signal poles (i.e., no major grading or construction activity required), or from the deletion of roadways from the Circulation Element network. Impacts from construction emissions associated with these components of the proposed Circulation Element Update would not exceed SCAQMD thresholds and would be less than significant.</p> <p>A prototypical construction scenario for intersection improvements to implement the proposed Circulation Element Update would involve the construction of up to three intersection improvements at any given time. Estimated daily construction emissions for this scenario would exceed the SCAQMD threshold for NOx and thus NOx emissions would be significant. Emissions of other pollutants would be below the SCAQMD thresholds and less than significant impacts would occur.</p> <p>The proposed Circulation Element Update would not result in any increase in traffic utilizing the City’s Circulation Element roadway network. Therefore, no additional regional emissions would occur as a result of the proposed Circulation Element Update and no impacts related to regional air emissions would occur.</p> <p>One-hour CO concentrations would range from approximately 6.4 ppm to 10.3 ppm at worst-case sidewalk receptors. Eight-hour CO concentrations are anticipated to range from approximately 4.4 ppm to 7.1 ppm. The State one- and eight-hour standards of 20.0 ppm and 9.0 ppm, respectively, would not be exceeded at worst-case</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any roadway or intersection improvement project identified in the proposed Circulation Element Update to identify emissions associated with construction of that specific roadway or intersection improvement. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> • Prior to implementation of specific roadway or intersection improvements, impacts associated with construction emissions shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading to either an EIR or Negative Declaration. This examination shall provide quantified estimates of construction emissions based upon the specific site, schedule and construction equipment utilization characteristics of the proposed roadway or intersection improvement and compare the estimated emissions to the SCAQMD thresholds for construction emissions. The analysis shall incorporate the mitigation measures identified below as appropriate, along with any other mitigation measures identified by the project specific analysis. <p><u>Mitigation Measures</u></p> <p>The following is a list of feasible control measures that the SCAQMD recommends for construction emissions of PM10. These mitigation measures shall apply to all construction activities associated with implementation of the proposed Circulation Element Update, including construction of new roadways on the Sepulveda/Rosecrans site and construction of identified intersection improvements at 14 intersections. Because of the limited construction activity that would be associated with</p>	<p>Construction impacts associated with the conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant.</p> <p>Impacts with respect to construction emissions would be significant and unavoidable for NOx emissions and less than significant for all other emissions.</p> <p>Impacts with respect to operational emissions would be less than significant.</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>sidewalk receptor locations at the study intersections. Thus, a less than significant impact is anticipated at the study intersections. In addition, because the intersections with the highest levels of traffic and congestion (Imperial/Sepulveda and Aviation/Rosecrans) would not exceed the State standard, other intersections in the City would also not exceed the standard. Impacts related to CO concentrations would be less than significant.</p> <p>The proposed Circulation Element Update would accommodate future traffic levels without resulting in violations of state standards for CO. Therefore the proposed Circulation Element Update would be consistent with the 2003 AQMP.</p>	<p>the conversion of Nash and Douglas Streets from one-way to two-way operation, no mitigation measures are required for this component of the proposed Circulation Element Update.</p> <p>Fugitive Dust, PM₁₀</p> <p>Compliance with SCAQMD Rule 403, including but not limited to the following:</p> <p>D-1 The construction area and vicinity (500-foot radius) shall be swept (preferably with water sweepers) and watered at least twice daily. Site wetting shall occur often enough to maintain a 10 percent surface soil moisture content throughout all earth-moving activities.</p> <p>D-2 All unpaved roads, parking and staging areas shall be watered at least once every two hours of active operations.</p> <p>D-3 Site access points shall be swept/washed within thirty minutes of visible dirt deposition.</p> <p>D-4 On-site stockpiles of debris, dirt or rusty material shall be covered or watered at least twice daily.</p> <p>D-5 All haul trucks hauling soil, sand and other loose materials shall either be covered or maintain two feet of freeboard.</p> <p>D-6 All haul trucks shall have a capacity of no less than twelve and three-quarter (12.75) cubic yards.</p> <p>D-7 At least 80 percent of all inactive disturbed surface areas shall be watered on a daily basis when there is evidence of wind-driven fugitive dust.</p> <p>D-8 Operations on any unpaved surfaces shall be suspended when</p>	

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
	<p>winds exceed 25 mph.</p> <p>D-9 Traffic speeds on unpaved roads shall be limited to 15 miles per hour.</p> <p>D-10 Operations on any unpaved surfaces shall be suspended during first and second stage smog alerts.</p> <p>D-11 Haul trucks shall be staged in non-residential areas.</p> <p>D-12 Haul truck routes shall be planned to avoid residential areas, schools, and parks.</p> <p><i>NOx Emissions</i></p> <p>D-13 Equipment shall be turned off when not in use for more than 5 minutes.</p> <p>Operation</p> <p>Impacts of the proposed Circulation Element Update with respect to regional emissions and localized CO concentrations would be less than significant. No mitigation measures are required.</p>	
BIOLOGICAL RESOURCES		
<p>No impacts to biological resources would occur with the changes in roadway designations as they would not result in a physical change to the existing environment.</p> <p>The changes to and along Nash Street and Douglas Street would not impact biological resources. The entire area adjacent to these streets is completely developed and does not contain any sensitive biological resources. No sensitive or endangered plant or animal species, including the El Segundo Blue Butterfly, exist in this area, no riparian/wetland habitat is present, and the area is not known to be a</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any proposed construction of a new roadway system on the Sepulveda/Rosecrans site and any proposed improvements to the Sepulveda Boulevard/Rosecrans Avenue intersection to identify potential biological resources impacts. Prior to the construction of new roadways on the Sepulveda/Rosecrans site, impacts associated with biological resources shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading to</p>	<p>Impacts of the conversion of Nash and Douglas Streets from one-way to two-way operations and the other components of the Circulation Element Update, except as identified</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>wildlife corridor. Therefore, no biological resource impacts are anticipated to occur as a result of the roadway changes and modifications along Nash Street and Douglas Street.</p> <p>The development of a roadway network on the Sepulveda/Rosecrans site has the potential to significantly impact biological resources. This area may contain wetlands/riparian habitat or vernal pools that could potentially be affected by construction of new roadways. In addition, this site may include other species in areas that have not been disturbed.</p> <p>Most of the intersections where the identified intersection improvements would be implemented are located in areas that are completely developed and contain no biological resources. However, intersection #25 (Sepulveda/Rosecrans) is located in an area that has or may have biological resources. Any modifications to this intersection would have a potentially significant impact.</p>	<p>either an EIR or Negative Declaration. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> A general biological assessment shall be conducted to determine the presence/absence of sensitive biological resources and wetlands. If sensitive biological resources are identified, measures shall be identified to reduce impacts to these resources to less than significant levels. <p><u>Mitigation Measures</u></p> <p>Impacts of the conversion of Nash and Douglas Streets from one-way to two-way operations and the other components of the Circulation Element Update, except as identified above, would be less than significant and no mitigation measures are required.</p>	<p>above, would be less than significant.</p> <p>Impacts of the improvements at the Sepulveda Boulevard/Rosecrans Avenue intersection and the roadway network on the Sepulveda/Rosecrans site would be determined by the subsequent environmental documentation.</p>
CULTURAL RESOURCES		
<p>No impacts to historic, archaeological, or paleontological resources are anticipated as a result of converting Nash and Douglas Streets from one-way to two-way operation as this activity would take place within the existing right-of-way.</p> <p>The development of a roadway network on the Sepulveda/Rosecrans site could impact subsurface archaeological resources as the site is relatively undeveloped. Archaeological resource 19-186856 is located on the northeastern portion of the Sepulveda/Rosecrans site and could be affected by the new roadway network. In addition, it is unknown whether paleontological resources exist on this site. Construction of the remainder of the north-south connection between Hughes Way and El Segundo Boulevard could also affect</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any proposed roadway project on the Sepulveda/Rosecrans site to identify potential impacts to cultural resources (archaeological, paleontological or historic). Impacts to cultural resources shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading either to an EIR or Negative Declaration. The subsequent environmental documentation shall address the following and shall incorporate mitigation measures identified below as appropriate:</p> <ul style="list-style-type: none"> A records search and/or Phase I Archaeological Survey shall be conducted by a qualified archaeologist prior to the 	<p>Impacts of the conversion of Nash and Douglas Streets from one-way to two-way operations would be less than significant.</p> <p>With implementation of the listed mitigation measure, impacts to cultural resources from intersection</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>archaeological and/or paleontological resources. This would be a potentially significant impact.</p> <p>No historic resources have been identified and therefore, no impacts to historic resources are anticipated.</p> <p>Implementation of the identified intersection improvements at the 14 identified intersections could potentially impact archaeological resources located near these intersections. At all of the intersections requiring the implementation of traffic mitigation measures, the potential exists to encounter and disturb previously unknown, subsurface cultural resources. These impacts would be potentially significant.</p> <p>At all of the intersections requiring the implementation of intersection improvements, the potential exists to encounter and disturb previously unknown, subsurface paleontological resources. These impacts would be potentially significant.</p> <p>No historic resources have been identified and therefore, no impacts to historic resources are anticipated.</p>	<p>implementation of physical changes to the existing roadway network, involving the construction of new roadways. If the survey identifies resources within the construction area of the roadway, follow on studies shall be conducted in accordance with the recommendations of the records search prior to commencement of construction.</p> <p><u>Mitigation Measures</u></p> <p>The following mitigation measure is required to ensure that the proposed Circulation Element Update will not result in any significant impacts to archaeological or paleontological resources:</p> <p>F-1 In the event that archaeological or paleontological resources are encountered during the course of grading or construction, all development must temporarily cease in these areas until the resources are properly assessed and subsequent recommendations are determined by a qualified archaeologist.</p> <p>Impacts of the conversion of Nash and Douglas Streets from one-way to two-way operations would be less than significant. No mitigation measures are required.</p>	<p>improvements would be less than significant.</p> <p>Impacts from the construction of the new roadway on the Sepulveda/Rosecrans site would be determined by the subsequent environmental documentation.</p>
GEOLOGY AND SOIL		
<p>The conversion of Nash and Douglas Streets from one-way to two-way operation would occur within the existing right-of-way. No removal and compaction of fill material or grading would occur with the implementation of this component of the proposed Circulation Element Update. Therefore, soil erosion impacts associated with the conversion of Nash and Douglas Streets would be less than significant.</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any new roadway construction or intersection improvement project located within areas with expansive soil hazards, as listed above. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> • Prior to the construction of new roadways or the implementation 	<p>Impacts associated with the conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant.</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>Removal of existing asphalt, removal and compaction of fill material, grading of areas for new roadway surfaces, etc. would expose soils to localized erosion during periods of high winds and heavy precipitation. Control of waterborne soil erosion during construction is governed by existing regulations. Windborne erosion during construction would constitute a significant impact.</p> <p>None of the proposed roadway network, including the conversion of Nash Street and Douglas Street, and the Sepulveda/Rosecrans site, is located in the high risk area for liquefaction. In addition, none of the intersections requiring the implementation of traffic mitigation measures are located in this high risk area. Therefore, no impacts from liquefaction are anticipated.</p> <p>The roadway network that would be modified and the 14 intersections where improvements have been identified are not at risk from landslides. No impacts related to landslides would occur.</p> <p>Both Nash Street and Douglas Street as well as 9 of the 14 intersections where improvements have been identified are located within soil types that have a high shrink/swell potential. However, because the conversion of Nash and Douglas Streets from one-way to two way operation would consist of restriping and minor construction activities within the existing right-of-way, this component of the proposed Circulation Element Update would have less than significant impacts with respect to expansive soils.</p> <p>Depending upon the configuration and specific location of the new roads proposed for the Sepulveda/Rosecrans site, and the location of specific intersection proposed for modification, they may be located on expansive soils. Roads and intersections could be damaged by the shrinking and swelling of soils if constructed on expansive soils,</p>	<p>specific intersection improvements, impacts associated with expansive soil hazards shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading to either an EIR or Negative Declaration. The analysis shall include a comprehensive geotechnical investigation which shall be submitted as part of the design process for individual portions of the proposed Circulation Element Update and shall also incorporate the mitigation measures identified below, as appropriate.</p> <p><u>Mitigation Measures</u></p> <p>The following mitigation measures shall be incorporated as appropriate for intersections and roadways located within areas with expansive soil hazards, as listed above. Mitigation measure G-3 shall apply to all construction activities associated with the proposed Circulation Element Update to address wind-borne erosion impacts. Regulatory requirements to address water-related erosion impacts are contained in Section IV.H, Hydrology and Water Quality.</p> <p>G-1 Specific design recommendations presented in a comprehensive geotechnical report, discussed above under Subsequent Environmental Documentation, shall be incorporated into the final design and approved by the City Engineer and City Council prior to construction.</p> <p>G-2 Specifications for site grading shall be subject to approval by the City Engineer.</p> <p>G-3 Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 miles per hour (mph).</p> <p>Impacts associated with the conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant. No</p>	<p>Impacts at the nine identified intersections and the new roadway system on the Sepulveda/Rosecrans site with respect to expansive soil would be determined by the subsequent environmental documentation.</p> <p>With implementation of Mitigation Measure G-3, impacts related to wind-borne erosion would be less than significant.</p> <p>Impacts from landslides, and liquefaction at the intersections with identified improvements and the new roadway system on the Sepulveda/Rosecrans site would be less than significant.</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
which would be a significant impact.	mitigation measures are required.	
HYDROLOGY AND WATER QUALITY		
<p>Conversion of Nash and Douglas Streets from one-way to two-way operation would take place within the existing right of way and would not involve major construction activity. Impacts related to water quality during construction for this component of the proposed Circulation Element Update would be less than significant.</p> <p>Construction activities associated with implementation of the proposed Circulation Element Update would likely involve clearing and grading of one or more acres (not including the conversion of Nash and Douglas Streets from one-way to two-way operations), a General Construction Activity Storm Water Permit must be obtained from the State Water Resources Control Board (SWRCB) prior to the start of construction. The NPDES requires that a notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the applicant agrees to the conditions outlined in the General Permit. The Storm Water Pollution Prevention Plan (SWPPP) identifies which best management practices (BMPs) will be implemented such as sandbag barriers, dust controls, employee training, and general good housekeeping practices. With the implementation of the BMPs, as required under existing regulations, short-term water quality impacts would be less than significant.</p> <p>If not properly designed and constructed, the proposed Circulation Element Update could increase the rate of urban pollutant introduction into storm water runoff. In order to prevent these potential impacts, the project will be required to be designed in compliance with 1) Section 402 (p) of the Federal Water Pollution Control Act, or Clean Water Act (CWA); 2) Order No. 01-182 of the Regional Water Quality</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any proposed roadway construction or intersection improvement project at the 14 identified intersections to identify potential impacts on the storm drain system. Prior to implementation of specific roadway or intersection improvements, impacts to the storm drain system shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading to either an EIR or Negative Declaration. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> • The City shall prepare a master drainage plan for any area of the City that will be affected by implementation of the proposed Circulation Element Update. This plan shall include detailed hydrology/hydraulic calculations and drainage improvements, showing quantitatively how the project that implements the proposed Circulation Element Update would eliminate the potential for downstream flooding due to increased storm water runoff. • The City shall design a conveyance and detainment system to meet the LACDPW limits on storm drains that would convey the discharge from the new and modified roadways and intersections. <p><u>Mitigation Measures</u></p> <p>No specific mitigation measures related to drainage systems have been</p>	<p>Impacts associated with conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant.</p> <p>Impacts to storm water drainage from the construction of the roadway system on the Sepulveda/Rosecrans site and identified intersection improvements would be determined by the subsequent environmental documentation.</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>Control Board, Los Angeles Region, which regulates the issuance of waste discharge requirements to Los Angeles County and Cities tributary to the County under NPDES Permit No. CA0061654; and 3) the County of Los Angeles Standard Urban Storm Water Mitigation Plan (SUSWMP).</p> <p>In compliance with the SUSWMP requirements, modifications to intersections and roadways associated with the implementation of the proposed Circulation Element Update would be required to provide for the treatment/filtration of on-site storm water runoff, before it enters the public storm water conveyance system, in order to minimize the introduction of pollutants of concern. In meeting this specific requirement (i.e., minimization of the pollutants of concern), implementation activities under the proposed Circulation Element Update will incorporate a BMP or combination of BMPs best suited to maximize the reduction of pollutant loadings. Applicable BMPs will be selected from those approved sources identified in the County of Los Angeles Standard Urban Storm Water Mitigation Plan (SUSWMP). As required by the SUSWMP, the implemented system must remove 85 percent of such “first flush” storm water pollutants as hydrocarbon compounds (i.e., automotive oils, lubricants and other fluids) deposited, as a matter of course, along the proposed streets. With compliance with the existing regulatory SUSWMP requirements, the proposed Circulation Element Update’s operational impacts on storm water quality would be less than significant.</p> <p>New roads would be constructed and some existing intersections could be modified in order to accommodate future traffic growth. This would increase the amount of impermeable surfaces within the City and thereby increase the amount of storm water entering the drainage system. If the existing or future/planned storm drains cannot accommodate the increase in storm water flow, flooding</p>	<p>identified at this time. The subsequent environmental documentation described above may identify mitigation measures pertinent to a specific roadway or intersection improvement project.</p> <p>Impacts associated with conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant. No mitigation measures are required.</p>	

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>would occur on roadway segments and in intersections. Additionally, during the widening of existing roadways, storm drains currently in place may be impacted by construction activities or need to be relocated in order to accommodate the roadway modifications. The proposed conversion of Nash and Douglas Streets from one-way to two-way operations would take place within the existing right of way and would not increase storm water runoff. Impacts of this component of the proposed Circulation Element Update would be less than significant.</p> <p>The areas of the City where physical roadway changes are proposed and intersections improvements have been identified are not at risk of impact from tsunamis due to their distance from the Pacific Ocean and any large bodies of water. Therefore, no impacts from tsunamis on the new roadway network and intersection improvements would occur.</p>		
HAZARDS AND HAZARDOUS MATERIALS		
<p>There are several contaminated sites located within the boundaries of the City of El Segundo. These sites tend to be concentrated in the industrial and commercial areas of the City due to the nature of the contamination. These lists continually change as some sites are cleaned up and others are identified and it is possible that they could be identified within residential areas. All of the proposed physical changes in the roadway network would be located on or near properties with known contaminated sites. Depending upon the nature of the individual sites and the extent of roadwork required, workers could be exposed to these hazardous substances. This would be a potentially significant impact.</p> <p>Intersections where traffic improvements have been identified may</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for any proposed intersection improvements or construction of new roadways to identify potential impacts that could result from exposure to contaminated sites. Impacts associated with contaminated sites shall be examined in light of this Program EIR to determine whether a new Initial Study would be required to be prepared leading to either an EIR or Negative Declaration. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> • A Phase One Environmental Site Assessment shall be conducted for any of the proposed roadway and intersection modifications to identify potentially contaminated sites. If contaminated sites 	<p>Impacts associated with the conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant.</p> <p>Impacts from the implementation of the intersection improvements and the new roadway</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>also be located on or adjacent to contaminated sites. Implementation of the traffic mitigation measures may also expose construction workers and adjacent bystanders to the site contamination. This would be a potentially significant impact.</p>	<p>are identified within the boundaries of the project site, appropriate measures shall be taken to protect the well-being of construction workers and the surrounding population.</p> <p><u>Mitigation Measures</u></p> <p>No specific mitigation measures have been identified at this time. The subsequent environmental documentation described above would identify the measures required to address any conditions related to contamination or hazardous materials that may be encountered by future roadway or intersection improvements.</p> <p>Impacts associated with the conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant. No mitigation measures are required.</p>	<p>construction would be determined by the subsequent environmental documentation.</p>
LAND USE		
<p>With the Circulation Element Update, there would be no change in the existing land uses throughout the City of El Segundo. The Circulation Element Update would be implemented in order to accommodate the existing/future land uses and anticipated traffic levels. No impact to land use compatibility would occur.</p> <p>The proposed Circulation Element Update would not conflict with any of the applicable policies of the El Segundo General Plan (Economic Development Element, Circulation Element, Air Quality Element, Noise Element, and the Public Safety Element) or Southern California Association of Government's Regional Comprehensive Plan and Guide. Therefore, no impacts with plan consistency are anticipated as a result of the proposed Circulation Element Update.</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>No subsequent environmental documentation is required.</p> <p><u>Mitigation Measures</u></p> <p>Because no significant impacts related to land use have been identified, no mitigation measures are required.</p>	<p>Land use compatibility impacts associated with the proposed Circulation Element Update would be less than significant. The proposed Circulation Element Update would be consistent with adopted plans and policies set forth in the El Segundo General Plan and Regional Comprehensive Plan</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
		and Guide.
NOISE		
<p>Deletion of roadways from the Circulation Element roadway network would have no construction noise impacts as no construction activity would be associated with this component of the proposed Circulation Element Update. Conversion of Nash and Douglas Streets from one-way to two-way operation would involve restriping and reconfiguration within the existing right-of-way to provide for the movement of two-way traffic at existing intersections on these streets and would involve minimal construction activity. Construction noise impacts of this component of the proposed Circulation Element Update would be less than significant.</p> <p>Temporary construction noise impacts associated with remaining activities associated with implementation of the proposed circulation element update would be expected to vary throughout the construction period. Projected noise levels resulting from the employment of construction equipment during various phases of the construction cycle would result in generation of noise levels in excess of 65 dBA and would have the potential to exceed existing ambient noise levels at sensitive receptors by greater than 5 dBA. These resulting noise levels during construction activity could be experienced in the vicinity of the Rosecrans/Sepulveda site and at the following intersections where identified traffic mitigation measures could be constructed near residential areas.</p> <p>The increase in projected traffic noise levels on the proposed</p>	<p><u>Subsequent Environmental Documentation</u></p> <p>Subsequent environmental documentation shall be prepared for roadway improvements proposed to be constructed on the Sepulveda/Rosecrans site and intersection improvements proposed to be constructed at the intersections located adjacent to residential areas, as listed above. The subsequent environmental documentation shall address the following:</p> <ul style="list-style-type: none"> • A project-specific construction noise analysis shall be prepared that calculates, based on project-specific parameters and identification of the site-specific sensitive receptors that could be affected by construction activities, the noise levels that would be experienced at sensitive receptors located adjacent to that site. If noise levels resulting from construction activity would result in temporary construction noise levels that exceed 65 dBA at a sensitive receptor, or cause an incremental increase of 5 dBA over the existing ambient sound level, if the existing ambient sound level at the sensitive receptor location is 65 dBA or more, then the study shall identify feasible mitigation measures to be applied to that roadway or intersection improvement project from the list of mitigation measures K-1 through K-4 below. <p><u>Mitigation Measures</u></p> <p>K-1 Construction contracts shall specify that all construction equipment shall be equipped with properly working mufflers and other</p>	<p>Construction noise impacts from conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant.</p> <p>Construction noise impacts would be significant and unavoidable.</p> <p>Operational traffic noise impacts would be less than significant.</p>

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
<p>Circulation Element Update roadway system would be less than audible (i.e., less than 3 dBA) on six of the seven roadway segments. The largest increase, 3.5 dBA, would occur on the segment of Aviation Boulevard located south of Imperial Highway. However, this increase would be less than the significance threshold of 5 dBA. Impacts related to vehicular noise sources resulting from implementation of the proposed Circulation Element Update would be less than significant.</p>	<p>applicable noise attenuation devices.</p> <p>K-2 All property owners located within 400 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed project. All notices shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.</p> <p>K-3 A “noise disturbance coordinator” position shall be established for the project. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad mufflers, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to the property owners within 400 feet of the construction site shall list the telephone number for the disturbance coordinator.</p> <p>K-4 As stated in the City of El Segundo Municipal Code, construction shall be restricted to the hours of 7:00 A.M. to 6:00 P.M. Monday through Saturday, and prohibited at anytime on Sunday or a Federal holiday.</p> <p>Impacts associated with conversion of Nash and Douglas Streets from one-way to two-way operation would be less than significant. No mitigation measures are required.</p> <p>Impacts related to traffic noise levels would be less than significant and no mitigation would be required.</p>	

**Table I-1
Summary of Environmental Impacts and Mitigation Measures**

Environmental Impact	Subsequent Environmental Documentation/Mitigation Measures	Level of Impact After Mitigation
POPULATION, HOUSING, AND EMPLOYMENT		
<p>No housing would be constructed as part of this project and no permanent employment opportunities would be created.</p> <p>Implementation of the proposed Circulation Element Update would result in increased temporary employment opportunities in the construction field during the modifications of the existing roadways and intersections and construction of a new roadway network on the Sepulveda/Rosecrans site. Employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households as a consequence of the construction employment associated with the proposed Circulation Element Update. Therefore, impacts to employment in the region would be less than significant.</p> <p>There would be no permanent employment associated with the proposed Circulation Element Update. As no permanent employment opportunities are associated with the implementation of the proposed Circulation Element Update, no demand for housing or increase in permanent population is expected. Therefore, no impacts to housing or population growth would be anticipated.</p>	<p><u>Subsequent Environmental Documentation</u> No subsequent environmental documentation is required.</p> <p><u>Mitigation Measures</u> As no significant impacts on population and employment have been identified, no mitigation measures are required.</p>	<p>No significant impacts were identified and no mitigation measures were required. No impact is anticipated to employment or population growth as a result of implementing the proposed Circulation Element Update.</p>