

EXECUTIVE SUMMARY

ES.1 INTRODUCTION AND BACKGROUND

This Environmental Impact Report (EIR) has been prepared by the Long Beach Unified School District (LBUSD) to evaluate potential environmental effects that would result from development of the proposed Jordan High School Major Renovation Project (proposed project). This EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code, Section 21000 et. seq., as amended) and implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq., 2013). LBUSD is identified as the lead agency for the proposed project under CEQA. This Final EIR contains comments and responses to comments received on the Draft EIR, which was circulated for public review from September 5, 2013 to October 21, 2013. The comments and responses to comments are presented in Chapter 7, Response to Comments on the Draft EIR. Revisions and clarifications to the Final EIR made in response to comments and information received on the Draft EIR are listed in Chapter 6, Clarifications and Modifications.

On January 22, 2008, the LBUSD adopted a Facility Master Plan (FMP) intended to implement various school facility construction and renovation projects within the LBUSD over the next 20 to 25 years. The projects include retrofitting schools to meet current earthquake safety standards and Americans with Disabilities Act (ADA) accessibility requirements, remove lead-based paint and asbestos, upgrade and expand educational technology, and build smaller high school learning communities. In addition, on November 4, 2008, the voters of Long Beach approved Measure K which is a \$1.2 billion classroom repair and student safety bond. The Jordan High School Major Renovation Project, located at 6500 Atlantic Avenue in the City of Long Beach, California, is one of the projects identified in the FMP and funded by Measure K. The LBUSD proposes to renovate and modernize the existing campus, including implementation of the proposed campus master plan in approximately six phases, starting in January 2014 with full buildout being completed over several years, as funding becomes available.

To implement the campus master plan, the proposed project would include demolition of approximately 10 permanent buildings and 32 portable buildings, renovation of approximately 213,000 square feet of existing building space, and construction of approximately 240,000 square feet of new building space. At full buildout, the project site would consist of approximately 453,000 square feet of total building space. The proposed project would result in a net increase of approximately 89,697 square feet of building space.

An additional parking lot would be constructed at the southwestern portion of the site. Additionally, the existing parking lot located within the northern portion of the project site would be restored following construction, but no changes to the campus ingress and egress points are proposed. The student drop-off area and parking lot along Atlantic Avenue would be reconfigured but would remain in the same location. Site walkways and restrooms would also be upgraded to meet ADA requirements. The existing auditorium on the project site would be upgraded in accordance with current seismic codes. Improvements to the auditorium would consist of structural upgrades, improvements to the building interior, auditorium stage and seating, lighting and sound systems, fire alarm system, emergency lighting systems and plumbing systems.

ES.2 PROJECT LOCATION AND SETTING

The Jordan High School campus is located at 6500 Atlantic Avenue in the City of Long Beach, in the County of Los Angeles, and is located generally south of East Artesia Boulevard between South Atlantic Avenue and Myrtle Avenue, just north of Houghton Park and East Harding Street. The campus is approximately 0.25 miles south from the Artesia Freeway/State Route 91 (SR-91), and approximately 0.45 miles east of Interstate 710 (I-710). The project site is located approximately 0.35 miles southeast of the I-710 and SR-91 interchange, which partially spans the Los Angeles River.

Local access is provided via major north-south and east-west oriented roads including Artesia Boulevard, which is located approximately 335 feet north of the project site; Orange Avenue, which is located approximately 0.28 miles east of the project site; Harding Street, which is located approximately 0.23 miles south of the project site; and Atlantic Avenue, which forms the western boundary of the project site.

The campus currently includes students from 9th through 12th grades, which are housed within 18 permanent buildings and 32 portable classrooms. There is a track and football field with bleachers that seat 5,000 people, as well as baseball and practice fields. The majority of the buildings on the project site are one to two stories in height, with the exception of the Science Building, which is located in the central portion of the campus and is three stories tall. Although the auditorium located in the northern portion of the project site is only two stories, it is the tallest building on the project site at approximately 60 feet tall. Approximately 227 surface parking spaces are provided for staff, faculty, and students on the project site, and vehicular access to the project site is provided along Myrtle Avenue on the east side of the campus. The main access to the project site and student drop-off area is provided along Atlantic Avenue on the west side of the campus.

Single-family residences are located to the north, east, and west of the project site, with some multi-family residential uses located west of the project site. Several single-family residences are located adjacent to the northern property line of the project site. These residences front onto Coolidge Street, an east-west oriented cul-de-sac located north of the project site, while their backyard areas are directly adjacent to the project site. Additionally, some commercial land uses are located northwest of the project site at the intersection of Atlantic Avenue and Artesia Boulevard. As stated above, Houghton Park is located directly adjacent to the southern boundary of the project site, and includes 26.4 acres of open grassy areas, a baseball field, a basketball court, community center, picnic area, playground, skate park, soccer and softball fields, tennis courts, and a volleyball court. The park hosts various City of Long Beach youth recreation programs and adult classes, and includes a teen and a senior center. The project site is located approximately 0.22 miles east of the Los Angeles River.

ES.3 PROJECT OBJECTIVES

As previously discussed, the FMP was adopted in order to implement various school facility construction and renovation projects within the LBUSD. In the FMP, the proposed project is designated as a high priority project by the Internal Executive Committee. Consistent with the primary planning goals of the FMP, the project objectives include the following:

1. Creating learning environments to meet the needs of Jordan High School students
 - a. Increase classroom size to meet current educational goals
 - b. Create career technical education labs
2. Renovating and replacing aging infrastructure
 - a. Modernize building systems
 - b. Improve technology infrastructure
 - c. Improve energy efficiency
3. Elimination of portables and bungalows
 - a. Remove portables
4. Maintaining consolidated 9th through 12th grade high school programs
5. School safety and security
 - a. Improve parking and drop-off areas

The LBUSD has adopted the Collaborative for High Performance Schools (CHPS) Criteria as part of the FMP. The mission of the CHPS is to facilitate the design, construction, and operation of high performance schools. These schools are designed to be energy and resource efficient, healthy, comfortable, and well-lit, and to provide amenities for a quality education. Consistent with the goals of the CHPS, additional project objectives include the following:

- Increase student performance with better-designed and healthier facilities;
- Raise awareness of the positive impact and advantages of high performance schools; and
- Provide professionals with better tools to facilitate effective design, construction and maintenance of high performance schools.
- Improve energy and water efficiency; and
- Meets CHPS criteria.

ES.4 PROPOSED PROJECT CHARACTERISTICS

The proposed project includes phased implementation of the master plan in approximately six phases. Funding is currently available to construct Phases 1, 2, and 4, which would begin in approximately January 2014 and end in the summer of 2020. The implementation of Phases 3, 5, and 6 would be dependent on the availability of funding. The funding for Phase 4 would be separate from the rest of the phases; however, this phase is included in the campus master plan and would be constructed as part of the proposed project.

Phase 1A would include the construction of interim housing on the existing baseball and athletic practice fields located on the southeastern portion of the project site from approximately January 2014 through August 2014. Interim housing includes a total of approximately 49 portable classrooms that would be

Executive Summary

used temporarily. Portable classrooms would be leased for the interim housing and would vary in size from 960 square feet to 1,440 square feet. In addition, approximately four relocatable restrooms would be leased for use in conjunction with the interim housing. Approximately six new tennis courts would be constructed during this phase. The interim housing would be occupied with students from approximately fall of 2014 through fall of 2020, and would be demolished or removed following the completion of Phase 2 construction activities. While the baseball and athletic practice fields are occupied with interim housing, school athletic teams would use other nearby LBUSD athletic facilities for practices and games. The baseball and athletic practice fields on the project site would be restored once the use of interim housing is complete.

Phase 1B would include the development of the northern portion of the project site from approximately July 2014 to June 2016. Phase 1B would include the new construction of the Cafeteria, two classroom buildings and approximately 137 parking spaces.

Phase 1C would develop the northern portion of the project site from approximately July 2016 to June 2018, and would include the new construction of two new classroom buildings and 91 parking spaces.

Phase 2 would include the development of the western portion of the project site from approximately June 2016 through June 2020. Phase 2A would include the renovation/interior remodeling of the Administration Building, Media Center, and Band Building, and construction of parking from approximately June 2016 through August 2016. Phase 2B would include the new construction of two new classroom buildings and renovation/interior remodeling of Special Education classrooms from approximately July 2018 through June 2020.

Phase 3 would include the renovation/interior remodeling of the Science Building.

Phase 4 would include modernization of the auditorium on the northern portion of the project site. Implementation of Phase 4 would occur from approximately July 2016 through December 2017, which would overlap with the construction schedule for Phase 1C.

Phase 5 would reconfigure the athletic fields, bleachers, hard court area, and play fields. Lastly, Phase 6 would renovate/remodel the Gymnasium and Natatorium (pool) Buildings. The existing track and football field would be demolished and reconstructed to accommodate a new six-lane running track. The existing volleyball and basketball courts would remain in place.

As previously discussed, the implementation of Phases 3, 5, and 6 would be dependent on the availability of funding. Construction of these phases would begin in approximately 2020 and be completed over several years.

Approximately 10 permanent buildings would be demolished with the proposed project. The full buildout would include the renovation/interior remodeling of approximately 213,000 square feet of existing building space and the construction of approximately 240,000 square feet of new building space.

At full buildout, the project site would consist of approximately 453,000 square feet of total building space. All existing and leased portables would be demolished or removed from the project site at the completion of the proposed project. As of the 2012-2013 school year, the student enrollment at Jordan High School was 3,604. No change in student enrollment is anticipated with the implementation of the proposed project. The existing student capacity of the school is 3,930. At project buildout, the total capacity of the school would be 3,870 students. Although the overall square footage on the campus would increase, the additional square footage would account for laboratories and other ancillary facilities. Land uses on the project site would not change and the proposed project would not result in an expansion of uses. All phases of the proposed project would be contained within the existing boundaries of the school site.

Additional parking would be constructed within the northern portion of the project site, and the student drop-off and parking area, including 80 parking spaces, along Atlantic Avenue would be reconfigured. Site walkways and restrooms would be upgraded for accessibility and some trees would be removed as part of building demolition activities.

No new buildings constructed would be over two stories in height and no additional levels would be added to any existing buildings that would remain in place.

PROJECT CONSTRUCTION

Construction of the proposed project would occur in approximately six phases. Students would remain on campus during the construction period and interim housing consisting of portable classrooms would be provided. Construction of Phases 1, 2, and 4 are anticipated to begin in January 2014 and end in the fall of 2020. Following the construction of Phases 1, 2, and 4, the construction of Phases 3, 5, and 6 would occur over the next several years starting in approximately 2020 and subject to the availability of funding. At the start of the construction period, at least eight-foot-tall fencing and screening would be installed at the perimeter of the project site to limit views of construction activities. In addition to demolition activities and hauling, it is anticipated that minor site grading would be required for the areas where new buildings would be constructed. The proposed renovation of buildings would not include major exterior alterations, but primarily interior remodeling, with some replacement of roofing and/or heating, ventilation, and air conditioning (HVAC) equipment. The construction of the proposed project is expected to remain within the boundaries of the project site.

The installation of stone columns would be required with the foundations of new buildings constructed during phases 1B, 1C, and 2B, due to the presence of some sandy soils and a liquefaction zone on a portion of the project site. Each stone column would be approximately three feet in diameter and would be drilled approximately 35 feet into the ground in an eight foot on center grid (rectangular pattern) within the entire building footprint. In some cases, a compaction grouting process (displacing and compacting the soil) would be utilized instead of the installation of stone columns.

Proposed project construction activities would take place in accordance with the City of Long Beach Municipal Ordinance 8.80.202, which allows construction activities to occur between 7:00 a.m. and 7:00

p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on Saturdays. No construction activities are allowed to occur on Sundays.

ES.5 AREAS OF CONTROVERSY

In accordance with CEQA, an Initial Study was prepared and was circulated for a 30-day public review period from July 23, 2013 through August 21, 2013. The Notice of Preparation (NOP) was mailed to all property owners and occupants within a 300foot radius of the project site. This included a total of 1,041 mailings to surrounding residential, commercial, and other properties. The Initial Study and NOP were also mailed to 19 state, regional, and local agencies, organizations and stakeholders. In addition, the documents were made available for the public to review at the LBUSD office and three local libraries, as well as on the LBUSD website. The NOP was circulated in the Press Telegram newspaper on July 23, 2013. No public scoping meeting was held during the public review period.

The public and agencies were permitted to send comments to LBUSD by mail, e-mail or fax. During the public review period, three comment letters were received in response to the Initial Study and NOP for the proposed project. Copies of the comment letters are provided in Appendix A of this EIR. The primary areas of controversy identified by the public and agencies included the following potential issues:

CULTURAL RESOURCES

- The proposed project is required to comply with all applicable laws and regulations regarding the study of cultural resources that may potentially be located on the project site. In addition, the lead agency must comply with the California Health & Safety Code Section 7050.5 and CEQA Guidelines Section 15064.5(f) regarding the identification and evaluation of accidental discovery of archaeological resources.

HYDROLOGY AND WATER QUALITY

- All projects within Los Angeles County should be designed to discharge clean runoff water. Additionally, discharge of storm water runoff is not permitted onto state highway facilities without a storm water management plan.

TRANSPORTATION AND TRAFFIC

- If the proposed project would add 50 or more vehicle trips during either the AM or PM weekday peak hour, then a Transportation Impact Analysis, with roadway and transit components, would be required under the State of California Congestion Management Program (CMP) statute. The CMP Transportation Impact Analysis Guidelines are published in the “2010 Congestion Management Program for Los Angeles County.”
- The transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on state highways, will require a transportation permit from the California Department of Transportation. It is recommended that large size vehicle/truck trips be

limited to off-peak commute periods. A truck/traffic construction management plan is needed for the proposed project.

ES.6 SUMMARY OF ENVIRONMENTAL IMPACTS

An analysis of environmental impacts that may be caused by the proposed project has been conducted and is contained in this EIR. Five issue areas are analyzed in detail in Chapter 3.0. Table ES-1 provides a summary of the potential significant environmental impacts that would result during construction and operation of the proposed project, mitigation measures that would lessen potential environmental impacts, and the level of significance of the environmental impacts that would remain after implementation of mitigation. The proposed project would create significant and unavoidable impacts to construction noise and vibration (Chapter 3.4), even after the implementation of mitigation measures. The EIR identified less than significant impacts for aesthetics (Chapter 3.1), air quality (Chapter 3.2), greenhouse gas emissions (Chapter 3.3), and transportation and traffic (Chapter 3.5). As discussed in Chapter 4.0, the proposed project would not contribute to significant cumulative impacts. Table ES-1, presented at the end of this executive summary, provides a summary of the environmental impacts detailed in Chapter 3.0 of this EIR. For those impacts determined to be less than significant and requiring no mitigation measures, a “Not Applicable” determination is stated under the “Level of Significance after Mitigation” column within Table ES-1.

ES.7 ALTERNATIVES TO THE PROPOSED PROJECT

The CEQA Guidelines Section 15126.6 requires consideration and discussion of alternatives to the proposed project in an EIR. Varying alternatives and concepts, including alternate sites, were considered but rejected from consideration in this EIR. Two alternatives, including the No Project Alternative, are reviewed in Chapter 5.0, Alternatives of this document. This chapter summarizes alternatives to the proposed project that were developed, as well as the No Project Alternative, as required under CEQA.

NO PROJECT ALTERNATIVE

According to the CEQA Guidelines Section 15126.6(e)(3)(b), the No Project Alternative is defined as the “circumstance under which the proposed project does not proceed.” The impacts of the No Project Alternative shall be analyzed “by projecting what would reasonably be expected to occur in the foreseeable future if the proposed project were not approved, based on current plans and consistent with available infrastructure and community services.” The purpose of describing and analyzing the No Project Alternative is “to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.” Under the No Project Alternative, the existing campus would not be renovated and modernized. The campus master plan would not be implemented, and the planned demolitions and renovations of existing space would not occur. The planned additional parking lot would not be constructed, and the existing parking lot would not be reconfigured. The student drop-off area would not be reconfigured, and the walkways and restrooms would not be upgraded to meet ADA requirements. Under the No Project Alternative the existing auditorium would not be upgraded to existing seismic codes, and structural upgrades, improvements to the building interior, auditorium stage and seating, lighting and sound systems, fire alarm system, emergency lighting systems and plumbing

Executive Summary

systems would not occur. The visual and performing arts facilities would not be built and the media center would not be renovated. Other landscaping, utility, and site improvements would not occur. No new structures would be constructed. Construction period impacts associated with the proposed project would be avoided because no development would occur on the project site under the No Project Alternative. The existing project site uses would continue to operate in their current capacity and function. Maintenance activities would occur as needed to maintain the existing facilities. Similar to the proposed project, a majority of the operational impacts would be avoided because no changes to the operation of the project site would occur. Further, this alternative would not achieve any of the objectives of the proposed project.

MODERNIZATION AND RENOVATION/INTERIOR REMODELING ONLY ALTERNATIVE

The Modernization and Renovation/Interior Remodeling Only Alternative would include only the renovation and remodeling of the interior of the existing permanent buildings at Jordan High School. A full campus master plan would not be implemented with this alternative. This alternative would include no new construction or demolition of buildings. The Modernization and Renovation/Interior Remodeling Only Alternative would include minor building improvements for ADA accessibility and for Division of State Architect Structural, Fire, Life & Safety, and Accessibility compliance. The interior remodeling would include new flooring, new paint, and new building systems. The existing portable classroom on the project site would remain in place with this alternative due to the need for the use of these classroom spaces, which would not be newly constructed elsewhere on the campus. Similar to the proposed project, the athletic facilities would be modernized and upgraded. At the completion of construction, the project site would include the same amount of square footage as with existing conditions. The student enrollment and capacity would also remain similar to existing conditions. Because this alternative would not include any completely newly constructed buildings, the facilities would not be as modern as with the proposed project. The construction of this alternative would be less intense than the proposed project, with a shorter duration and quieter construction equipment, as well as no requirement to install stone columns for building foundations. However, this alternative would meet only two of the five project objectives.

TABLE ES-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
AESTHETICS			
AES-1: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings during construction. The impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
AES-2: The proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. The impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
AIR QUALITY			
AIR-1: The proposed project would not conflict with or obstruct of implementation of the applicable air quality plan. Implementation of the proposed project would be consistent with emissions levels allowed under the current air quality plans. This impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
AIR-2: The proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Short-term construction-generated emissions would not exceed SCAQMD's significance thresholds. Therefore, this impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
AIR-3: The proposed project would not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is classified as nonattainment under the National Ambient Air Quality Standards or California Ambient Air Quality Standards. The proposed project would not exceed any of the SCAQMD's project-level significance thresholds for air quality. Therefore, this impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable

Executive Summary

TABLE ES-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
AIR-4: The proposed project would not expose of sensitive receptors to substantial pollutant concentrations. Off-road equipment used during construction of the proposed project would generate diesel particulate matter. However, these emissions would occur only during construction. Sensitive receptors would not be exposed to concentrations exceeding the applicable thresholds. This impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
AIR-5: The proposed project would not create objectionable odors affecting a substantial number of people. This impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
GREENHOUSE GAS EMISSIONS			
GHG-1: The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. This impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
GHG-2: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
NOISE			
NOISE-1: The proposed project would expose persons to or generate noise levels in excess of applicable standards established in the local general plan or noise ordinance, or applicable standard of other agencies. This impact would be significant and mitigation measures are required. However, even with the implementation of mitigation measures, the construction noise levels may continue to exceed applicable thresholds. A significant and unavoidable impact would occur.	Significant	<p>NOISE-A Prior to construction, the contractor shall submit a list of equipment and activities required during construction to the LBUSD in order to ensure proper planning of the most intense construction activities during time periods that would least impact the campus operation.</p> <p>NOISE-B At the start of construction, the construction contractor shall install a sign on the project site that provides project contact information that can be utilized to submit questions or concerns regarding</p>	Significant and Unavoidable

TABLE ES-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
		<p>the project construction activities.</p> <p>NOISE-C Noisy construction activities shall not occur during academic testing periods.</p> <p>NOISE-D During construction, the construction contractor shall outfit all equipment, fixed or mobile, with properly operating and maintained exhaust and intake mufflers, consistent with manufacturers' standards.</p> <p>NOISE-E <u>If feasible, the</u> The construction contractor shall combine noisy operations proposed during the same phase to occur in the same time period.</p> <p>NOISE-F If feasible, impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction activities shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used. External jackets on the tools themselves shall be used. Quieter procedures, such as use of drills rather than impact tools, shall be used.</p>	
<p>NOISE-2: The proposed project would expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The implementation of mitigation measures would be required to reduce this significant impact. However, even after the implementation of mitigation measures, construction groundborne vibration may continue to exceed the threshold. Significant and unavoidable impacts would occur.</p>	<p>Significant</p>	<p>NOISE-G The construction contractor shall use as small an impact device to accomplish necessary tasks while minimizing excess vibration.</p> <p>NOISE-H The construction contractor shall select non-impact demolition and/or construction methods, <u>if possible, such as removal for off site demolition or hydraulic jack splitting,</u> instead of high impact methods.</p> <p>NOISE-I The construction contractor shall limit, when possible, the use of pavement breakers and vibratory rollers and packers near sensitive</p>	<p>Significant and Unavoidable</p>

Executive Summary

TABLE ES-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES (CONT.)

Potential Environmental Impacts	Significance Determination	Mitigation Measures	Level of Significance after Mitigation
		receptors.	
NOISE-3: The proposed project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. This impact would be significant and the implementation of mitigation measures would be required. However, even with the implementation of mitigation measures, the construction noise levels may continue to exceed applicable thresholds. A significant and unavoidable impact would occur.	Significant	See mitigation measures NOISE-A through NOISE-F above.	Significant and Unavoidable
TRANSPORTATION/TRAFFIC			
TRANS-1: The proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. Implementation of the traffic management plan would ensure that impacts would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable
TRANS-2: The proposed project would not conflict with an applicable congestion management program. No impact would occur.	No Impact	No mitigation measures are required.	Not Applicable
TRANS-3: The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Implementation of the traffic management plan would ensure that impacts would be less than significant.	Less than Significant	No mitigation measures are required.	Not Applicable