

7. *Significant Unavoidable Adverse Impacts*

Section 1.0 contains a detailed summary table which identifies the project's environmental impacts, proposed mitigation measures, and the level of impact significance after mitigation. This section lists the impacts which are considered significant after all mitigation is applied. The significant impacts are as follows:

Air Quality

Construction activities associated with individual development projects in accordance with the proposed General Plan and Zoning Code Update could exceed AQMDs significance thresholds. However, actual significance would need to be determined on a project by project basis as future development applications are submitted.

The Goals and Policies contained in the proposed General Plan and Zoning Code Update are expected to reduce emissions associated with future development. However, even after the application of these Goals and Policies, the proposed project is expected to generate emissions levels in exceedance of AQMDs threshold criteria for CO, ROG, NO_x, and PM₁₀ in the SCAB, which is classified as a non-attainment area. As a result, project-related air quality impacts are considered a Significant Unavoidable Adverse Impact and a Statement of Overriding Considerations must be adopted concurrent with project approval.

Although the project will result in significant regional air quality impacts, the proposed project is consistent with AQMP and other regional plan strategies to reduce the number of trips and the length of trips in the region, and to improve the balance between jobs and housing at the subregional level. The AQMP recognizes that emissions due to trips and mode choices are not only a function of the transportation system, but also relate to the proximity of housing and job-generating land uses, and proximity of jobs to transportation infrastructure and transit.

The future CO emissions are projected to be in compliance with the 1-hour and 8-hour State and Federal standards, and therefore, the local CO impacts due to all future scenarios are not considered to be significant.

Noise

Implementation of the proposed General Plan Goals and Policies, existing codes and regulations, and mitigation measures listed above will reduce all potential short-term and long-term noise impacts to the extent feasible. Furthermore, the included mitigation for site operations could reduce any significant impacts on new, proposed development or the impact of any proposed industrial land uses to less than significant levels. However, as shown in to 5.10-7, many roadways within the City are expected generate noise levels in excess of 65 CNEL. As a result, in locations where these roadways are adjacent to existing sensitive land uses, the impacts are anticipated to remain significant.

Traffic and Circulation

The proposed project would result in significant unavoidable adverse impacts to the following intersections:

- Harbor Boulevard / Ball Road
- Imperial Highway / Santa Ana Canyon Road
- Tustin Avenue / La Palma Avenue



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As stated earlier, two intersections, Harbor/Katella and Imperial Highway/Orangethorpe, are CMP designated intersections and although they are designated with LOS E, because they are classified as CMP intersections, LOS E is an acceptable LOS grade. These intersections could be improved with extraordinary improvements, including triple left lanes or additional through lanes. It is important to note, however, that these improvements may require additional right-of-way acquisition that could impact existing adjacent land uses beyond what would occur through the maximum feasible configuration. As a result, if the extraordinary improvements are not implemented, impacts to these intersections would remain a Significant Unavoidable Adverse Impact.