

6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Air Quality

- **Impact 5.2-1:** The proposed General Plan Update would be inconsistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP) because buildout of the proposed Land Use Plan would exceed the population and employment estimates assumed for the AQMP and would cumulatively contribute to the nonattainment designations of the SoCAB. Incorporation of Mitigation Measures AQ-1 and AQ-2 into future development projects for operation and construction phases described in Impacts 5.2-2 and 5.2-3, below, would contribute to reduced criteria air pollutant emissions associated with buildout of the proposed General Plan Update. Goals and policies in the proposed General Plan Update would promote increased capacity for alternative transportation modes and implementation of transportation demand management strategies. However, due to the magnitude and scale of the land uses that would be developed, no mitigation measures are available that would reduce operation and construction impacts below SCAQMD thresholds. In addition, the population and employment assumptions of the AQMP would still be exceeded until the AQMP is revised and incorporates the projections of the proposed General Plan Update. Therefore, Impact 5.2-1 would remain significant and unavoidable.
- **Impact 5.2-2:** Construction activities associated with buildout of the proposed General Plan Update could generate short-term emissions that exceed the SCAQMD'S significance thresholds and would cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measure AQ-1 would reduce criteria air pollutant emissions from construction-related activities. However, due to the magnitude of emissions anticipated from future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.2-2 would remain significant and unavoidable.
- **Impact 5.2-3:** Buildout in accordance with the proposed General Plan Update would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. Mitigation Measure AQ-2, in addition to the goals and policies of the proposed General Plan Update, would reduce air pollutant emissions to the extent feasible. The measures and policies covering topics such as expansion of the pedestrian and bicycle networks, promotion of public and active transit, and support to increase building energy efficiency and energy conservation would also reduce criteria air pollutants within the City. However, due to the

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magnitude of emissions generated by residential, office, commercial, industrial, and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Therefore, Impact 5.2-3 would remain significant and unavoidable.

Greenhouse Gas Emissions

- **Impact 5.4-2:** General Plan Update policies described under Section 5.4.4, *General Plan Update Goals and Policies*, and their associated Implementation Actions (see General Plan Implementation Plan) would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and state measures would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under S-03-05. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology (CCST 2012). Since no additional federal or state measures are currently available that would ensure that the City of Westminster could achieve an interim post-2020 target, Impact 5.4-2 would remain significant and unavoidable.

Noise

- **Impact 5.8-1:** Mitigation Measure N-1 would reduce potential noise impacts during construction to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses and potential longevity of construction activities, Impact 5.8-1 (construction noise) would remain significant and unavoidable.

Transportation and Traffic

- **Impact 5.12-1:** The following intersections are within the responsibility and jurisdiction of other agencies. Therefore, the City could not guarantee implementation of the identified improvements, and impacts to the following intersections is considered significant and unavoidable.
 - 89. Garden Grove Boulevard & Goldenwest Street – Caltrans
 - 91. Garden Grove Boulevard & SR-22 WB Off-Ramp/Eagle Drive – Caltrans
 - 95. Bolsa Avenue & Newland Street – County of Orange
 - 99. Edinger Avenue & Newland Street – City of Huntington Beach
- **Impact 5.12-2:** Implementation of the General Plan would impact 8 eight freeway segments along the SR-22 during peak hours. The SR-22 eastbound would be impacted from Goldenwest Street to Euclid Street, and the SR-22 westbound would be impacted from Euclid Street to Magnolia Street and Goldenwest Street to the I-405 merge. To mitigate the impacts at these identified locations, freeway mainline widening and/or freeway ramp widening would be required. Mitigating the identified significant impacts to the freeway and mainline segments would require a complete reconstruction of the I-405 and SR-22 freeways to add travel lanes and upgrade each of the deficient ramp locations. Since the freeways

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in the study area are interconnected systems, it would not be possible, nor effective, to provide isolated spot improvements of one segment of the freeway where deficient operations are observed. The level of improvements needed are extremely costly and infeasible. Therefore, impacts to the freeway system are significant and unavoidable.

The interstate highways are not controlled by the City and are under the jurisdiction of Caltrans. Therefore, the City could not guarantee implementation of the identified mitigation measure. Since the interstate highway improvements are within the responsibility and jurisdiction of another agency, impacts are considered significant and unavoidable.

It should be noted that the City of Westminster is committed to assisting Caltrans and other regional agencies in maintaining freeway operations in the study area. As such, although this impact is considered significant and unavoidable, the City is willing to coordinate with Caltrans to ensure that future development does not prohibit planned improvements in the project area.

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