

## **5.0 UNAVOIDABLE SIGNIFICANT IMPACTS**

---

### **1. PURPOSE**

*Section 15126(b) of the California Environmental Quality Act (CEQA) Guidelines requires an EIR to describe any significant impacts that cannot be mitigated if the project is implemented. The discussion is also to include the identification of any significant impacts that can be mitigated, but not to less than significant levels.*

*There are several significant environmental impacts which cannot be avoided with the development of the Vista Canyon Specific Plan. The following discussion identifies the significant impacts that could not be reduced to less than significant levels and are, thus, considered unavoidably significant.*

### **2. ANALYSIS**

#### **a. Traffic**

Under long-term 2030 cumulative conditions, the project would cause significant impacts along Soledad Canyon Road between Sierra Highway and Golden Valley Road. No feasible improvements are available as this arterial is already constructed to its ultimate width; the City General Plan Circulation Element recognizes that in some cases street improvements to accommodate additional traffic are not capable of being implemented due to right-of-way limitations and existing development. Therefore, these impacts would be significant and unavoidable. However, it is worth noting that the project is a transit-oriented development, and as such, would generate fewer vehicle trips and miles of travel than traditional developments. The project will also be paying Eastside Bridge and Major Thoroughfare District fees or constructing eligible improvements that serve to mitigate impacts within the District boundaries. Nonetheless, impacts are still considered significant and unavoidable.

There presently are no planned and approved improvements for State Route (SR)-14; nor is there an established funding program in which the project applicant could contribute a fair share to mitigate significant impacts to identified mainline segments and on/off ramps. However, the applicant will consult with Caltrans to enter into a fair-share funding agreement to minimize the project's impacts to SR-14. Additionally, by virtue of adding a Metrolink rail station and providing professional office space in the Santa Clarita Valley, the project would be providing alternative travel modes and employment opportunities for Santa Clarita Valley residents. Nevertheless, this impact is considered significant and unavoidable.

**b. Air Quality**

Although the recommended mitigation measures would reduce the magnitude of construction and operational impacts, no feasible mitigation exists that would reduce the emissions to below the South Coast Air Quality Management District's (SCAQMDs) recommended thresholds of significance for volatile organic compounds (VOCs) *and oxides of nitrogen (NOx), and would exceed localized significance thresholds for nitrogen dioxide (NO<sub>2</sub>), particulate matter less than 2.5 microns in diameter and less than 10 microns in diameter (PM<sub>2.5</sub> and PM<sub>10</sub>)*. *Operational emissions would exceed SCAQMD significance thresholds for VOC, NOx, carbon monoxide (CO), and PM<sub>10</sub>. The project also would result in regional emission levels that are cumulatively considerable for VOCs, NOx, CO, PM<sub>2.5</sub>, and PM<sub>10</sub>, and are considered significant and unavoidable.*

The proposed project is consistent with regional growth projections; therefore, the cumulative impacts during operation of the proposed project would not conflict with the implementation of the Air Quality Management Plan (AQMP) and would be less than significant based on this criterion.

**c. Noise**

Mitigation measures recommended to reduce construction-related vibration impacts would reduce the magnitude of those impacts; however, the potential for construction-related vibration levels to exceed the significance threshold (greater than 0.2 inch/second) at on-site receptors would remain. Therefore, construction-related vibration impacts to on-site receptors are considered significant and unavoidable.

No feasible mitigation measures exist to mitigate the significant impacts along SR-14. As noted above, there presently is no established funding program in which the project applicant could contribute a fair share for planned improvements to SR-14. The applicant is consulting with Caltrans in regards to entering into a fair-share funding agreement to minimize the project impacts to SR-14. These funds, combined with other funds collected from future development projects impacting SR-14, could be utilized to design and construct improvements to SR-14 to mitigate traffic and noise related impacts caused by future growth. However, since an established funding program has not yet been created, this impact is considered significant and unavoidable. Consequently, no feasible cumulative mitigation measures for impacts along SR-14 are recommended by this EIR.

**d. Solid Waste Disposal**

Until long-term landfill space or other disposal alternatives are identified to serve existing and future uses for the foreseeable future, project and cumulative solid and hazardous waste impacts would be considered unavoidably significant.