

SECTION 8.0
UNAVOIDABLE ADVERSE IMPACTS

8.0 UNAVOIDABLE ADVERSE IMPACTS

8.1 INTRODUCTION

This Section summarizes the unavoidable adverse impacts associated with the proposed project in Santa Ana. Section 15126(b) of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR):

“Describe any significant impacts, including those which can be mitigated, but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Section 4.0 (Existing Conditions, Impacts, Mitigation Measures and Level of Significance After Mitigation) documents the analysis of the potentially significant adverse impacts associated with the proposed project. As documented in detail, the proposed City Place Sky Lofts project will result in significant unavoidable adverse impacts related to aesthetics, air quality, and traffic as summarized in the following sections.

8.2 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS OF THE PROPOSED PROJECT

8.2.1 AESTHETICS

As described in Section 4.2 (Aesthetics), spring, fall, and winter shade patterns would extend west of Main Street and to the east of South Parker Street. On the other hand, summer shade patterns would extend to the west of Main Street and southeast of Memory Lane. Shade from the proposed project would be cast on a retirement center east of the project site and on residential uses west, northeast, south and southeast of the project site, as well as park uses which are not shaded by existing site features as shown previously in Figures 4.2-5 through 4.2-8. It should be noted that commercial, office, and retail uses are not considered sensitive to additional shading. The Town & Country Manor Retirement Center directly across the street from the project site along Lawson Way, the residential uses located northeast of South Parker Street and southeast of Memory Lane and within City Place, and Santiago Park would be considered sensitive to additional amounts of shade. These areas would receive one-half hour more of shade at various times of the year, as described earlier, as the shadow cast by the project residential building and parking structure moves as the sun moves in the sky. This additional shading would substantially reduce the visual quality of the residential and park uses that are shaded by the project and would be a significant adverse impact.

8.2.2 AIR QUALITY

As described in Section 4.3 (Air Quality), implementation of the proposed project would result in air pollutant emissions in exceedance of construction and operational thresholds established by the South Coast Air Quality Management District (SCAQMD). During the construction phase of the project, compliance with existing regulations would reduce reactive organic gases (ROG) emissions from the application of architectural coatings during construction to levels below the SCAQMD daily construction emission thresholds. Therefore, construction of the proposed project would not result in short-term adverse ROG emissions. However, nitrogen oxide (NO_x) emissions from construction vehicle exhaust would continue to exceed the SCAQMD emissions threshold and would represent an unavoidable significant adverse construction impact of the proposed project related to air quality.

During the operation of the project, compliance with existing regulations would minimize odor emissions. However, project operations would result in emissions of carbon monoxide (CO), NO_x and ROG which would exceed the operational phase thresholds established by the SCAQMD which cannot be mitigated to below a level of significance and which would constitute an unavoidable significant adverse impact of the proposed project related to air quality both on a project level and a cumulative level.

8.2.3 TRANSPORTATION AND TRAFFIC

As described in Section 4.13 (Transportation and Traffic), implementation of the proposed project would result in temporary traffic impacts. For the 2010 traffic conditions, the Main Street road segment between La Veta Avenue and Town & Country Road cannot be mitigated to below a level of significance without amending the Master Plan of Arterial Highway (MPAH) road classification from a Major Arterial to a Principal Arterial. The road reclassification from a Major Arterial to a Principal Arterial would provide one additional lane in each direction. This road reclassification would require an amendment to the City of Orange General Plan and the City of Santa Ana General Plan.

As discussed in Section 4.13 (Transportation and Traffic), Main Street between La Veta Avenue and Town & Country Road would operate at an acceptable LOS D in 2030 without and with the proposed project. Daily traffic volumes on Main Street in 2030 were generally forecasted to be lower than the daily traffic volumes in 2010 because the buildout of the MPAH would provide additional road capacity on the parallel north-south arterial highways such as Bristol Street to the west and Grand Avenue to the east. The additional north-south arterial highways road capacities would alleviate traffic demand on Main Street by shifting some of the traffic demand to Bristol Street and Grand Avenue. Therefore, implementation of the proposed project would create a temporary significant and unavoidable adverse impact to Main Street between La Veta Avenue and Town & Country Road until Bristol Street and Grand Avenue is built out to the MPAH designations.