

6. Significant Unavoidable Adverse Impacts

Chapter 1, *Executive Summary*, contains Table ES-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. As identified in this Draft EIR, mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Transportation

- **Impact 5.9-1.** Implementation of the proposed project would result in a significant cumulative impact at 3 intersections during the traffic peak hours (#10 – Berry Street at Imperial Highway, #11 – Brea Boulevard at Imperial Highway, and #11 State College Boulevard at Imperial Highway). Mitigation measures were considered that would offset the project's cumulative impact at these intersections so that they operate at an acceptable LOS and/or reduce congestion below pre-project conditions. However, improvements on Imperial Highway are subject to the approval of Caltrans and Caltrans does not have any mechanisms by which projects can contribute fair share fees to offset impacts. Additionally, mitigation at intersection #10, Berry Street at Imperial Highway, may be considered infeasible because there may not be enough right-of-way for the pedestrian ramp modifications needed to upgrade the entire intersection to current ADA standards.¹ The proposed project cannot guarantee that the improvements identified above would be approved and/or implemented by Caltrans, and thus, impact 5.9-1 would remain *Significant and Unavoidable*.

¹ A pedestrian landing area would be needed in the southwest corner of the intersection. However, there is not enough landing area at the southwest corner of this intersection to allow for the pedestrian ramp improvements. Additionally, an existing pole is within the right-of-way and presents a constraint to constructing the pedestrian ramps at this location.

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