

## 6. Significant Unavoidable Adverse Impacts

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Pursuant to Section 15126.2(b) of the CEQA Guidelines, this EIR considers the significant environmental effects which cannot be avoided if the proposed project is implemented. 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 because there are no feasible mitigation measures to reduce impacts:

### 6.1 RECREATION

- **Impact 5.7-1:** Displacement of the baseball fields could increase the use of other baseball fields or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- **Impact 5.7-2:** Displacement of the baseball fields could result in environmental impacts to provide new and/or expanded recreational facilities which might have an adverse physical effect on the environment.

#### Mitigation Measure

REC-1            The Hacienda La Puente Unified School District shall work with local baseball organization in identifying a replacement baseball field prior to closing of the existing fields.

#### Level of Significance After Mitigation

As required under Mitigation Measure REC-1, the District is committed to identifying a replacement baseball field for the Highlander Little League. However, the District cannot guarantee that it will identify a replacement baseball field despite its coordination effort. It could be that no available field use times or policy terms at other District facilities meet the Highland Little League's needs, or it could be that there is not enough funding to construct new fields. In the event that no replacement park can be identified at existing District facilities, field usage at other baseball fields in the area could increase, causing accelerated physical deterioration at these local/County facilities. Therefore, recreational impact would remain significant and unavoidable.

### 6.2 TRANSPORTATION

- **Impact 5.8-1:** The proposed project could conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

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The project-generated traffic volume would result in significant traffic impact at one intersection—#13, Azusa Avenue and Pepper Brook Way—which is under the jurisdiction of the County of Los Angeles and the City of Industry.

### *Existing Plus Project Phase 1 Conditions*

Project implementation would result in a significant impact during the AM peak hour under the County of Los Angeles criteria.

### *Existing Plus Project Phase 2 Conditions*

Project implementation would result in a significant impact during the AM and PM peak hours under the County of Los Angeles and the City of Industry criteria.

### *Cumulative 2021 With Project Phase 1 Conditions*

Project implementation would result in a significant impact during the AM and PM peak hours under the County of Los Angeles criteria.

### *Cumulative 2026 With Project Phase 2 Conditions*

Project implementation would result in a significant impact during the AM and PM peak hours under the County of Los Angeles criteria and during the PM peak hour under the City of Industry criteria.

## **Mitigation Measure**

- TRAN-1      The following improvements shall be provided at the intersection #13, Azusa Avenue and Pepper Brook Way:
- At the eastbound approach, restripe the approach with a one left turn and one shared left/thru/right turn lane.
  - Modify the phasing for the eastbound and westbound approaches to split phase.
  - Prohibit right turns on red at the westbound approach to avoid conflicts with vehicles making eastbound left turns into Azusa Avenue.

## **Level of Significance After Mitigation**

Implementation of Mitigation Measure TRAN-1 would reduce potentially significant traffic impact to a less than significant level. However, this intersection is not under the jurisdiction of the District, and the implementation cannot be guaranteed. Any improvements to the impacted intersection would be under the purview of the County of Los Angeles and the City of Industry, and the District has no jurisdiction over implementation of the recommended improvements. Therefore, Impact 5.8-1 would remain significant and unavoidable.