

## **8.0    SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED**

Section 15126(b) of the CEQA Guidelines requires an EIR to “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 of this EIR provides a description of the potential environmental impacts of the proposed General Plan Update and recommends policies and mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended policies and mitigation measures, most of the significant or potentially significant impacts associated with the proposed General Plan Update would be reduced to a less than significant level. However, the impacts listed below could not be feasibly mitigated and would result in a significant and unavoidable impact with implementation of the proposed General Plan Update.

### **AIR QUALITY**

Development under the proposed General Plan Update would create unavoidable significant impacts related to construction, mobile sources and stationary sources. These impacts are primarily based on the premise that the City and pollutant sources within are widely dispersed and numerous. Although measures related to construction and stationary sources would be implemented on a project-by-project basis, and vehicular emission-reducing programs would be implemented Citywide, it is anticipated that these impacts would remain unavoidable and significant.

### **TRANSPORTATION/CIRCULATION**

Development under the proposed General Plan Update would create an unavoidable significant impact for two roadway segments: South Street, west of Studebaker Avenue; and South Street, between I-605 and Grindley Avenue. Currently, these roadway segments operate at a LOS C and LOS D, respectively. However, analysis indicates that at buildout of the proposed General Plan Update, both of these roadway segments would operate a LOS E, which would exceed the LOS D acceptable threshold established by the City. Although policies and mitigation measures would be implemented on a project-by-project basis, these roadway segments would remain operating at a LOS E, thus, the impact would remain unavoidable and significant.

## CUMULATIVE IMPACTS

Implementation of the proposed General Plan Update, in combination with regional growth, would result in cumulatively significant impacts with regard to:

- Traffic/Circulation; and
- Air Quality

## TRANSPORTATION/CIRCULATION

The Circulation Element of the proposed General Plan Update considers the impacts of traffic traveling through, as well as within the City of Cerritos. Future cumulative travel patterns within and through the City would be directly influenced by changes to the surrounding regional transportation system. The proposed General Plan Update does not involve any major changes to existing land use designations or new land use designations that would increase vehicle trips or congestion on City roadways. However, implementation of the proposed General Plan would result in two roadway segments operating at unacceptable service levels over existing conditions. LOS standards would be exceeded along South Street, west of Studebaker Avenue; and along South Street, between I-606 and Grindley Avenue.

Regional buildout in accordance with SCAG 2020 projections would result in future development that would increase vehicle trips and traffic congestion on County roadways, resulting in cumulative impacts to the above mentioned roadway segments.

## AIR QUALITY

Development under the proposed General Plan Update and cumulative development in the region would create significant impacts related to construction, mobile sources and stationary sources. Development within Cerritos would occur on vacant and underutilized parcels. The proposed General Plan Update includes measures to reduce emissions related to construction, stationary sources and vehicular trips. On a regional basis, the South Coast Air Quality Management District has addressed mitigation of air quality impacts. However, with mitigation, air quality impacts would remain cumulatively significant.