

6. *Significant Unavoidable Adverse Impacts*

Chapter 1, *Executive Summary*, contains Table 1-1, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures may reduce the level of impact, the following impact would remain significant, unavoidable, and adverse after mitigation measures are applied:

Traffic

- **Impact 5.5-1, Traffic Impacts to Roadway Intersection (Madison Avenue at Green Street)**, would exceed the City's volume to capacity ratio threshold due to the project in combination with ambient growth and related projects. Restriping the southbound Madison Avenue leg at its intersection with Green Street to add a left-turn lane to Madison Avenue would reduce the PM peak hour impact to less than significant. If there are intersections where identified improvements may not be feasible due to cost or right-of-way concerns, traffic impacts could remain significant and unavoidable. The mitigation measure would cause secondary impacts related to parking. Since there is not adequate right-of-way to maintain the existing on-street parking section, parking near this improvement would be eliminated. Re-striping a dedicated southbound left-turn pocket will require restriping of Madison Avenue north and south of Green Street, with a potential loss of two parking spaces north of Green Street, and three parking spaces plus a loading zone south of Green Street. In addition, on-street parking is at a premium for businesses in this area. As a result, this mitigation measure was found to be infeasible due to the secondary effects on the elimination of parking. This impact would remain significant and unavoidable.
- **Impact 5.5-2, Direct Traffic Impacts to Roadway Segments**, would add more than the City threshold of 5 percent to existing traffic volumes on eight segments. There are no physical improvements that could reduce the volume of traffic from the project to these eight roadway segments. The City's TIS guidelines establish the type of mitigation required when a project adds 2.5 percent trips to existing traffic levels. For example, 2.5 to 4.9 percent daily traffic growth requires soft mitigation and 5.0 to 7.4 percent daily traffic growth requires soft mitigation and possibly physical mitigation. Mitigation Measure 5-1 has been incorporated to meet the requirements of the City's TIS guidelines; however, it would not reduce this impact to less than significant. There are no feasible mitigation measures that would reduce this impact to less than significant, and this impact would remain significant and unavoidable.



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