

Section 8.0

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





8.0 SIGNIFICANT UNAVOIDABLE 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 5.0 of this EIR provides a description of the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended mitigation measures, most of the significant or potentially significant impacts associated with the proposed Henry Mayo Newhall Memorial Hospital Master Plan project 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 project.

8.1 TRAFFIC

Under the long-range cumulative scenario, impacts to two intersections would remain significant and unavoidable despite the imposition of mitigation measures:

- ◆ McBean Parkway at Valencia Boulevard
- ◆ McBean Parkway at Orchard Village Road

If sufficient right-of-way is dedicated and/or improvements are made at some point in the future, these significant impacts would no longer be applicable to the project. However, Mitigation Measures TR7 and TR8 have been included to require the HMNMH Master Plan to mitigate the project's contribution toward traffic impacts at the above intersection prior to construction of MOB3 should a fair share program have been adopted or if these improvements have been added to a district, such as a Bridge & Thoroughfare District. The fair share payments identified in Mitigation Measures TR7 and TR8 would reduce impacts to both intersections to less than significant.



8.2 AIR QUALITY

The proposed project would result in a significant and unavoidable air quality impact during short-term construction activities, as the proposed project would exceed SCAQMD localized significance thresholds for PM_{10} and $PM_{2.5}$.

The proposed project would also result in a significant and unavoidable cumulative impact in regards to construction-related impacts.

In addition, with respect to Global Climate Change, cumulative impacts associated with Scope 3 emissions would be significant and unavoidable. However, CEQA authorizes reliance on previously approved plans and mitigation programs that have adequately analyzed and mitigated GHG emissions to a less than significant level as a means to avoid or substantially reduce the cumulative impact of a project. Should the City of Santa Clarita adopt such a plan and/or mitigation program in the future, as envisioned under as its One Valley One Vision (OVOV) General Plan Update, projects that contribute to GHG emissions consistent with those plans/programs would then also be considered less than significant regarding global climate change for purposes of CEQA.

8.3 NOISE

The proposed project would result in a significant and unavoidable noise impact during short-term construction activities, as the proposed project would exceed the City's noise standards.

8.4 SOLID WASTE

Implementation of the proposed project would result in significant unavoidable impacts to solid waste services for buildout conditions of the proposed project, and cumulative conditions, for both construction and operations despite the imposition of mitigation measures.