

6. Significant Unavoidable Adverse Impacts

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 after mitigation measures are applied:

- Biological Resources
- Land Use
- Noise
- Transportation and Traffic

Biological Resources

- **Impact 5.3-7:** The Proposed Project would not be consistent with one of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) objective for Group Cell L'.

The Proposed Project would conserve open space in the northern part of the Project Site, which is most important for reserve assembly within Cell Group L', in particular for conservation of Linkage 8, and Mt. San Jacinto Community College District (MSJCCD) will be subject to a Joint Powers Review process, as described in Section 6.6.2 of the MSHCP. It should be noted that the Reserve Assembly process incorporates flexibility to enable new information and data to be incorporated as part of the long-term MSHCP implementation process. Implementation of MM BIO-1 through MM BIO-8, RR BIO-1, and PDF BIO-1 would provide on and offsite mitigation that would collectively work together to reduce impacts associated with biological resources within the Project Site. However, even with compliance with the required regulations, project design features, and mitigation measures, the Proposed Project would result in conversion of open space to urban uses and decrease in conservation area target within Cell Group L' to below the target level. Therefore, the Proposed Project would not be consistent with the MSHCP's Reserve Assembly objective.

The Proposed Project has been designed to preserve approximately 41.66 acres of the 80.32-acre site, representing 51.9 percent of the Project Site. In order to meet the MSHCP's target open space goal, MSJCCD can only develop 29.1 acres of the Project Site, which represents 36.2 percent of the Project Site. If MSJCCD implements only Phase I through Phase III of the Master Plan, and eliminate the proposed foot trails and pedestrian bridges, then the target 60 percent open space would be met. However, such mitigation would change the description of the Project and would not meet the Project's objectives of providing

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necessary recreational amenities. Therefore, there is no additional feasible mitigation measure to reduce the impacts to a less than significant level. Impact 5.3-7 would remain significant and unavoidable.

Land Use

- **Impact 5.8-2:** The Proposed Project would conflict with one objective of the Western Riverside County Multiple Species Habitat Conservation Plan.

The Proposed Project has been designed to preserve approximately 41.66 acres of the 80.32-acre site, representing 51.9 percent of the Project Site. In order to meet the MSHCP's target open space goal, MSJCCD can only develop 29.1 acres of the Project Site, which represents 36.2 percent of the Project Site. If MSJCCD implements only Phase I through Phase III of the I-15 Corridor Campus Master Plan, and eliminate the proposed foot trails and pedestrian bridges, then the target 60 percent open space would be met. However, such mitigation would change the description of the Project and would not meet the Project's objectives of providing necessary recreational amenities. Therefore, the Proposed Project would not be consistent with the conservation target objective for Cell Group L. There is no feasible mitigation measure to reduce the impacts to a less than significant level. Impact 5.8-2 would remain significant and unavoidable.

Noise

- **Impact 5.9-2:** Implementation of the Proposed Project would result in operational traffic-related noise impacts at buildout.

A single segment of roadway (i.e., Salida Del Sol between La Estrella Street and Clinton Keith Road) was identified to experience substantial increases in traffic noise due to the implementation of the project. The segment of Salida Del Sol between La Estrella Street and Clinton Keith Road is the main roadway serving the campus and traffic flow noise would increase by 10.7 dB as a result of the campus development (at full build-out). No individual measure and no set of feasible or practical mitigation measures are available to reduce project-generated traffic noise to less than significant levels along the Salida Del Sol segment adjacent to the campus. Thus, traffic noise impacts along the single segment of Salida Del Sol between La Estrella Street and Clinton Keith Road would be significant and unavoidable.

Transportation and Traffic

- **Impact 5.11-1:** Project-related trip generation would adversely impact levels of service for the traffic study area intersections and roadway segments.

Implementation of mitigation measures MM TRAN-1 through MM TRAN-5 through payment of fairshare would reduce impacts to traffic study area intersections and roadway segments under the Existing (Year 2016), Opening (Year 2022), Interim (Year 2024) Future (Year 2030), and Buildout (Year 2035) with project conditions. However, the ability to implement these mitigation measures is subject to the review and approval of City of Wildomar, and is thus dependent on factors beyond the control of MSJCCD. Therefore, MSJCCD cannot guarantee implementation of recommended improvements, and the intersections and roadways would

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remain deficient if mitigation measures cannot be implemented. Therefore, Impact 5.11-1 would remain significant and unavoidable.

- **Impact 5.11-2:** The Proposed Project would adversely impact freeway mainline segment at southbound I-15 North of Clinton Keith Road (AM peak hour) for Interim (Year 2024), Future (Year 2030) and Buildout (Year 2035) conditions.

The Proposed Project would result in significant freeway mainline impact at southbound I-15 North of Clinton Keith Road (AM peak hour) for Interim (Year 2024), Future (Year 2030) and Buildout (Year 2035) conditions.

Freeway mainlines are under the jurisdiction of California Department of Transportation (Caltrans), and physical improvements on Caltrans' right-of-way to reduce impact is beyond the control of MSJCCD. Additionally, any right-of-way acquisition would require substantial funding and would result in numerous impacts to adjacent properties. Therefore, freeway mainline improvements would not be economically and socially feasible. The ability to provide freeway mitigation is dependent on factors beyond the control of MSJCCD and no mitigation measure is available. Therefore, project's freeway mainline impacts under Interim (Year 2024), Future (Year 2030) and Buildout (2035) conditions would remain significant and unavoidable.

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