

6. Significant Unavoidable Adverse Impacts

Chapter 1, *Executive Summary*, contains Table 1-2, which summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. While mitigation measures would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Air Quality

- **Impact 5.2-1:** The Proposed Project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Mitigation Measures AQ-1 through AQ-3 would reduce criteria air pollutants generated from project-related construction activities. However, buildout of the Proposed Project would occur over a period of approximately 18 years or longer. Construction time frames and equipment for individual site-specific projects are not available at this time. There is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measures AQ-1 through AQ-3, Impact 5.2-1 would remain **significant and unavoidable**.
- **Impact 5.2-2:** The Proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would significantly contribute to the nonattainment designations of the South Coast Air Basin. Incorporation of Mitigation Measures AQ-4 through AQ-6 would reduce operation-related criteria air pollutants generated from stationary and mobile sources. Mitigation Measures AQ-5 and AQ-6 would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation. However, despite adherence to Mitigation Measures AQ-4 through AQ-6, Impact 5.2-2 would remain **significant and unavoidable** due to the magnitude of land use development associated with the Proposed Project.
- **Impact 5.2-3:** Construction activities related to the buildout of the Proposed Project could expose sensitive receptors to substantial pollutant concentrations NO_x, CO, PM₁₀, and PM_{2.5}. Mitigation Measures AQ-1, AQ-2, and AQ-3 applied for Impact 5.2-1 would reduce the project's regional construction emissions and therefore also reduce the project's localized construction-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed the South Coast Air Quality Management District's localized significance thresholds. Therefore, Impact 5.2-3 would remain **significant and unavoidable**.

6. Significant Unavoidable Adverse Impacts

- **Impact 5.2-6:** The Proposed Project is a regionally significant project that would contribute to an increase in frequency or severity of air quality violations in the South Coast Air Basin and would conflict with the assumptions of the applicable Air Quality Management Plan (AQMP). Mitigation measures applied for Impact 5.2-1 and Impact 5.2-2 would reduce the Proposed Project's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the Proposed Project would continue to be potentially inconsistent with the assumptions in the AQMP. Therefore, Impact 5.2-6 would remain **significant and unavoidable**.

Greenhouse Gas Emissions

- **Impact 5.5-1:** Buildout of the Proposed Project would result in a substantial increase in GHG emissions compared to existing conditions and would not meet the South Coast Air Quality Management District's Year 2035 Target efficiency metric of 2.4 metric tons of CO_{2e} per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. Mitigation Measures AQ-4 through AQ-6 would encourage and accommodate use of alternative-fueled vehicles and nonmotorized transportation and ensure that GHG emissions from the buildout of the Proposed Project would be minimized. However, additional statewide measures would be necessary to reduce GHG emissions under the Proposed Project to meet the long-term GHG reduction goals under Executive Order S-3-05, which identified a goal to reduce GHG emissions to 80 percent below 1990 levels by 2050, and Executive Order B-30-15, which identified a goal to reduce GHG emissions to 40 percent below 1990 levels by 2030. The new Executive Order B-30-15 requires the California Air Resources Board to prepare another update to the Scoping Plan to address the 2030 target for the state. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under Executive Order S-3-05 or the new Executive Order B-30-15. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.5-1 would remain **significant and unavoidable**.

Noise

- **Impact 5.9-1:** Noise from construction activities associated with future development projects that would be accommodated by the Proposed Project could result in substantial impacts to sensitive receptors. Mitigation Measures N-1 and N-2 would reduce potential noise impacts during construction to the extent feasible. However, due to the potential for proximity of construction activities to sensitive uses and potential longevity of construction activities, Impact 5.9-1 (construction noise) would remain **significant and unavoidable**.