

8.0 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

8.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines (*State CEQA Guidelines*) Section 15126.2(b) requires that an Environmental Impact Report (EIR) describe significant adverse environmental impacts of a proposed project that cannot be avoided, including those effects that can be mitigated but not reduced to below a level of significance. The Executive Summary of this EIR contains a detailed summary table that identifies the potentially significant adverse impacts of the City of Long Beach (City) General Plan Land Use and Urban Design Elements (LUE/UDE) Project (proposed project); project design features, standard conditions, and mitigation measures applicable to the proposed project; and the level of significance of each impact after mitigation. These impacts are also described in detail in Chapter 4.0, Environmental Setting, Impacts, and Mitigation Measures, and throughout Sections 4.1 through 4.9 of this Draft EIR.

As described in detail in Sections 4.1 through 4.9 of this Draft EIR, the proposed project would not result in significant unavoidable adverse impacts related to aesthetics, land use and planning, noise, population and housing, public services, and utilities and service systems. Therefore, the project impacts related to these issues are not discussed further in this section.

As described in detail in Chapter 4.0 and summarized briefly below, the proposed project would result in significant, unavoidable adverse impacts after mitigation related to air quality, global climate change, and transportation and traffic.

8.2 SIGNIFICANT UNAVOIDABLE ADVERSE PROJECT IMPACTS

8.2.1 Air Quality

The proposed project would have significant unavoidable impacts related to the violation of applicable air quality standards and the exposure of sensitive receptors to substantial pollutant concentrations. Mitigation Measure AQ-2 requires the preparation of project-specific technical assessments evaluating operational-related air quality impacts to ensure that operational-related emissions are reduced to the maximum extent feasible. However, because the scale of future development occurring under the proposed project has not yet been determined or estimated, in an abundance of caution, operational activities associated with the proposed project would be considered significant and unavoidable. Therefore, the potential emissions impact associated with the operation of the proposed project would remain significant and unavoidable even with implementation of Mitigation Measure AQ-2.

In addition to significant unavoidable impacts associated with operational activities, a significant and unavoidable impact has also been identified related to the exposure of sensitive receptors to substantial pollutant concentrations because the proposed project would allow for the development of future industrial and commercial uses, which are expected to release toxic air contaminants (TACs) during operational activities. Since it is not possible to determine the amount of TAC concentrations

at the time of this analysis, it is not possible to calculate the risks for a particular health effect within the proposed Areas of Change. Future development projects would be subject to environmental review under CEQA and would be required to analyze potential TAC emissions and include mitigation as appropriate.

The proposed project would also permit residential land uses along Interstate 710 (I-710) and in areas near or adjacent to commercial and industrial uses and existing permitted TAC sources. Thus, new residential and other sensitive developments could be sited within the buffer distances to TAC sources. This is a potentially significant impact, and mitigation measures would be required. Mitigation Measures AQ-2 and AQ-3, which require project-specific technical assessments evaluating operational-related air quality impacts and the preparation of project-specific health risk assessments would be required to reduce air quality impacts to sensitive receptors. Despite implementation of Mitigation Measures AQ-2 and AQ-3, and in an abundance of caution, potential impacts associated with the operation of the proposed project, including the potential health risks to sensitive receptors, would remain significant and unavoidable.

8.2.2 Global Climate Change

The proposed project would have significant unavoidable impacts related to the generation of greenhouse gas emissions that could significantly impact the environment. Implementation of the proposed LUE/UDE would contribute to Global Climate Change (GCC) through direct and indirect emissions of greenhouse gases (GHGs) from land uses within the City of Long Beach. On a per capita basis, build out of the proposed LUE/UDE would reduce the GHG emissions from 9.5 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year per service population (MT of CO₂e/yr/SP) under existing conditions down to 5.9 MT of CO₂e/yr/SP (with reduction measures incorporated). However, the LUE/UDE GHG emissions in the City for build-out year 2040 (5.9 MT of CO₂e/yr/SP) would still exceed the interim efficiency threshold of 3.4 MT of CO₂e/yr/SP. As such, Mitigation Measures GHG-1 through GHG-4 would be required to reduce GHG emissions. These measures require the preparation of a GHG Reduction Plan or Climate Action Plan, the preparation of a vehicle miles traveled reduction plan, and adoption of mechanisms to ensure that specific GHG reduction features are incorporated into the design of future development projects to meet or exceed the statewide goals aimed at the reduction of GHG emissions. In addition to the proposed mitigation measures, additional statewide measures would be necessary to reduce GHG emissions from development that may occur with adoption of the proposed project to meet the long-term GHG reduction goals under Executive Orders S-3-05 and B-30-15. Although the implementation of the proposed project would result in lower GHG emissions within the City as compared to existing conditions, no additional statewide measures are currently available that can be implemented. Therefore, GHG emission impacts for the project under the build-out scenario would remain significant and unavoidable.

8.2.3 Transportation/Traffic

The proposed project would have significant unavoidable impacts related to conflicts with applicable plans, ordinances, and policies, as well as conflicts with an applicable Congestion Management Plan. The *Traffic Impact Analysis* prepared for the proposed project determined that 44 intersections could be significantly impacted by implementation of future development projects within the Major Areas of Change in the 2040 build-out scenario based on the City's criteria. As compared to the conclusions

in the Mobility Element traffic study, an additional 12 intersections are now forecast to operate at Level of Service E or F under the proposed project. Potential mitigation in the form of vehicle capacity enhancements for each impacted intersection was reviewed for feasibility. In addition, the City's Capital Improvement Program, Mobility Element, and/or applicable specific plans were also reviewed for pending and planned vehicle and non-vehicle capacity improvements throughout the City. While these improvements could contribute to a reduced vehicle level of service, the effectiveness of these improvements cannot be quantified and, therefore, cannot be considered mitigation for the 44 impacted study area intersections for the purposes of CEQA. Therefore, because vehicle capacity enhancements to the impacted intersections are not feasible, and because no additional mitigation to reduce traffic is available and enforceable, impacts to the 44 intersections are considered significant and unavoidable for the build-out year of 2040.

In addition to identifying significant and unavoidable impacts at the 44 impacted intersections based on the City's criteria, the *Traffic Impact Analysis* also identified significant impacts at 5 of the 10 monitored intersections within the study area based on Los Angeles County's 2010 Congestion Management Plan criteria. Based on the results, and because there is no feasible mitigation to reduce impacts at the impacted intersections, the significant impacts to these intersections are considered significant and unavoidable for the build-out year of 2040.

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