

## 6. Significant Unavoidable Adverse Impacts

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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.

### 6.1 GREENHOUSE GAS EMISSIONS

#### Impact 5.6-2

The Proposed Project would result in an increase in vehicle miles traveled (VMT) that would be higher than the areawide baseline which would lead to an inconsistency with the Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy (SCAG RTP/SCS) goal of reducing VMT. Under plans, programs, and policies (PPP) GHG-1 and PPP GHG-2, the Proposed Project would be subjected to the requirements under the 2019 Building Energy Efficiency Standards and the CALGreen electric vehicle charging infrastructure. These measures would reduce potential impacts related to VMT to the extent feasible. Residents would be encouraged to opt for an electric vehicle, which would reduce potential mobile-source greenhouse gas (GHG) emission in the SCAG region and be in line with the intent of the SCAG RTP/SCS goal of reducing VMT in the region. However, even with the incorporation of the PPP GHG-1 and PPP GHG-2, there is no guarantee that residents would opt for an electric vehicle. Therefore, the Proposed Project would conflict with the SCAG RTP/SCS and result in a significant and unavoidable impact.

### 6.2 NOISE

#### Impact 5.10-1

The Proposed Project would result in construction noise impact. Although construction noise levels are not projected to exceed the threshold of 80 dBA  $L_{eq}$  when calculated from the center of construction activities, levels could be exceeded when equipment moves around and equipment is closest to off-site residences. Therefore, considering the anticipated duration of construction of 39 months and proximity of nearby residences, temporary construction noise is conservatively considered to result in a significant impact. Although Mitigation Measure N-1 would minimize and reduce construction noise to the degree feasible, through the use of best available control technology, scheduling, noticing, location of equipment, and shielding for the duration of the construction period, because the reduction from the mitigation measure cannot be quantified, construction noise impacts would remain significant and unavoidable.

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### 6.3 TRANSPORTATION

#### Impact 5.13-2

The Proposed Project VMT per Service Population (VMT/SP) calculated is 33.43 and would not meet the 15 percent below areawide baseline threshold of 24.48. Implementation of the proposed Specific Plan would improve pedestrian and bicycle access in the vicinity of the Project Site. The measures identified to provide pedestrian accommodations within the Project Site and also connecting to off-site pedestrian and bicycle network would reduce the potential impacts associated with VMT to the extent feasible. The California Air Pollution Control Officers Association notes these measures could reduce VMT by a maximum of 2.0 percent. Therefore, even with the incorporation of the measures to reduce VMT, Project VMT/SP would be reduced from 33.43 to 32.76, which is still above the threshold of 24.48. The Proposed Project would result in significant and unavoidable adverse transportation impacts related to VMT.