

## 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:

### Air Quality

- **Impact 5.3-1:** 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. PDF-1 through PDF-9 would minimize criteria air pollutant emissions from transportation and energy use. Mitigation measures applied for Impact 5.3-2 and Impact 5.3-3 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 5.3-1 would remain *significant and unavoidable*.
- **Impact 5.3-2:** The proposed Project would generate short-term emissions that exceed the South Coast Air Quality Management District's regional construction significance thresholds and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin. Construction activities associated with the buildout of the Project would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds, contribute to the nonattainment designations of the SoCAB, and contribute to known health effects from poor air quality—including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. Mitigation Measures AQ-1 through AQ-3 would reduce criteria air pollutants generated from Project-related construction activities. Buildout of the proposed Project would occur over a period of approximately 20 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, project-level and cumulative impacts under Impact 5.3-2 would remain *significant and unavoidable*.

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- **Impact 5.3-3:** The proposed Project would generate long-term emissions that exceed the South Coast Air Quality Management District's regional operational significance thresholds and would cumulatively contribute to the nonattainment designations of the South Coast Air Basin. Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and known health effects from poor air quality—including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; decreased lung function; and increased respiratory symptoms. PDF-1 through PDF-9 would minimize criteria air pollutant emissions from transportation and energy use. 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, project-level and cumulative impacts identified under Impact 5.3-3 would remain *significant and unavoidable* due to the magnitude of land use development associated with the proposed Project.
- **Impact 5.3-4:** Construction activities related to the buildout of the proposed Project could expose sensitive receptors to substantial pollutant concentrations NOX, CO, PM10, and PM2.5. Mitigation Measures AQ-1 and AQ-2 (applied for Impact 5.3-2) would reduce the proposed 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 SCAQMD's LSTs. Because of the scale of development activity associated with buildout of the Project, for this broad-based Specific Plan it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, project-level and cumulative impacts under Impact 5.3-4 would remain *significant and unavoidable*.
- **Impact 5.3-5:** Stationary sources of emissions generated by future industrial uses associated with the proposed Project could generate substantial pollutant concentrations near sensitive land uses. Buildout of the Project could result in new sources of air pollutant emissions near existing or planned sensitive receptors. Review of projects by SCAQMD for permitted sources of air emissions (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure AQ-7 would ensure that mobile sources of emissions not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the

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thresholds established by SCAQMD. However, SEASP is in an area with elevated risk. Therefore, although individual project may achieve the project-level risk thresholds, they would contribute to the high levels of risk in the SoCAB. Therefore, the Project's cumulative contribution to health risk is *significant and unavoidable*.

### Cultural Resources

- **Impact 5.5-1:** Implementation of Mitigation Measures CUL-1 and CUL-2 would minimize impacts to historical resources. However, implementation of the Specific Plan would occur over a number of years and buildings and structures may become historic during Specific Plan buildout. If a future site-specific development project has met the requirements of CUL-2 and determines that retention or onsite relocation of the historical resource is not feasible and demolition is allowed to occur, a *significant and unavoidable* impact to historical resources would occur.

### Greenhouse Gas Emissions

- **Impact 5.7-1:** 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<sub>2</sub>e per year per service population or the long-term GHG reduction goal under Executive Order S-3-05. PDF-1 through PDF-9 would reduce GHG emissions associated with the Project. 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 federal, state, and local measures would be necessary to reduce GHG emissions under the proposed Project to meet the long-term GHG reduction goals under Executive Order S-03-05 and Executive Order B-30-15. Based on SCAQMD's 2020 efficiency target, this would equate to 2.2 MTCO<sub>2</sub>e/SP at the Project buildout year. The buildout GHG emissions inventory for the proposed Project would generate 7.7 MTCO<sub>2</sub>e/SP and would exceed the efficiency target of 2.2 MTCO<sub>2</sub>e/SP. The new Executive Order B-30-15 requires CARB 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-03-05 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 (CCST 2012). Since no additional statewide measures are currently available, Impact 5.7-1 would remain *significant and unavoidable*.

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### Noise

- **Impact 5.12-1:** 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 Measure N-1 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*.

### Transportation/Traffic

- **Impact 5.16-1:** Implementation of the proposed Project would result in a significant impact at 15 intersections during the traffic peak hours (9 intersections during the Existing With Project conditions and 15 intersections during the Cumulative Year With Project conditions). The intersections affected are under the jurisdictions of the cities of Long Beach and Seal Beach and Caltrans. Implementation of Project Design Features PDF-1 through PDF-7 would help to minimize traffic impacts. Mitigation Measures TRAF-1, TRAF-2 and TRAF-3 would also minimize traffic impacts and eliminate impacts to four intersections: 1) Studebaker Road & SR-22 East- and Westbound Ramps (Existing With Project and Cumulative Year), 2) Shopkeeper Road & 2nd Street (Existing With Project and Cumulative Year), 3) Marina Drive & 2nd Street (Cumulative Year), and 4) PCH & Studebaker Road (Cumulative Year). However, even with Mitigation Measures, impacts to the intersections identified in Table 6-1 would remain *significant and unavoidable*.

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**Table 6-1 Significant and Unavoidable Traffic Intersection Impacts**

Intersection	Scenario	Reason for Significant Unavoidable Impact	
		Jurisdiction of Another Agency <sup>1</sup> (Agency)	Insufficient Right of Way <sup>2</sup>
3. Studebaker Rd & SR-22 Westbound Ramps	Existing With Project Cumulative With Project	X (Caltrans)	
4. 7th St & Ximeno Ave	Existing With Project Cumulative With Project		X
5. Pacific Coast Hwy & 7th St	Existing With Project Cumulative With Project	X (Caltrans)	X
6. Bellflower Blvd & 7th St	Existing With Project Cumulative With Project	X (Caltrans)	X
7. Channel Dr & 7th St	Existing With Project Cumulative With Project	X (Caltrans)	X
8. Campus Dr & 7th St	Cumulative With Project	X (Caltrans)	X
11. Studebaker Rd & SR-22 Eastbound Ramps	Cumulative With Project	X (Caltrans)	
12. Pacific Coast Hwy & Loynes Dr	Existing With Project Cumulative With Project	X (Caltrans)	X
13. Studebaker Rd & Loynes Dr	Cumulative With Project	X (Coastal Commission)	X
16. Pacific Coast Hwy & 2nd St	Existing With Project Cumulative With Project	X (Caltrans)	X
17. Shopkeeper Rd & 2nd St	Existing With Project Cumulative With Project	X (Coastal Commission)	X
18. Studebaker Rd & 2nd St	Cumulative With Project	X (Coastal Commission)	X
19. Seal Beach Blvd & 2nd St/Westminster Blvd	Existing With Project Cumulative With Project	X (Seal Beach)	X
20. Pacific Coast Hwy & Studebaker Rd	Cumulative With Project	X (Caltrans)	

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Table 6-1 Significant and Unavoidable Traffic Intersection Impacts

Intersection	Scenario	Reason for Significant Unavoidable Impact	
		Jurisdiction of Another Agency <sup>1</sup> (Agency)	Insufficient Right of Way <sup>2</sup>

Source: Fehr & Peers 2016a.

<sup>1</sup> Pursuant to CEQA Section 15091(a)(2), the following intersection impacts are significant and unavoidable because implementation is in the jurisdiction of another agency.

<sup>2</sup> Pursuant to CEQA Section 15091(a)(3), the following intersection impacts are significant and unavoidable because the necessary improvement is infeasible due to right-of-way constraints (e.g. right-of-way acquisition would require the taking of a building, essential parking or pedestrian improvements, or encroachment onto wetlands in the coastal zone).

- **Impact 5.16-2:** Many of the freeway segments will operate at an unacceptable level, and the project adds traffic to these facilities. Therefore, there are project-level impacts and cumulative impacts to the freeway system near the project site. To mitigate the impacts at the identified locations, freeway main-line widening or freeway ramp widening would be required. However, this type of infrastructure is extremely costly and is typically infeasible for one development project to undertake. Additionally, the facility is not controlled by the City, which could not guarantee implementation of the mitigation measures. Therefore, the identified impacts to the freeway system are considered *significant and unavoidable*.
- **Impact 5.16-3:** With mitigation measures detailed in Section 8 of the TIA (Appendix J of this DEIR), operations are improved to an acceptable LOS E at CMP intersections—PCH at 7th Street and at 2nd Street. However, there is insufficient right-of-way along 2nd Street and Pacific Coast Highway due to existing development. Additionally, this intersections falls under the jurisdiction of another public agency (Caltrans), not the lead agency (City of Long Beach). The improvements require Caltrans approval, and therefore the impact is considered *significant and unavoidable*. Since both intersections exceed the minimum standard of LOS E and no feasible mitigation is available, the CMP requires a deficiency plan. As discussed above, this plan includes improvement measures to implement at the intersection or TDM techniques that would decrease the reliance on a single-occupant vehicle. These techniques are outlined in the TDM strategies in Chapter 6 of the Specific Plan.