

8.0 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

8.1 INTRODUCTION

The California Environmental Quality Act (CEQA) Guidelines (*State CEQA Guidelines*) Section 15126.2(c) 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 4.10 of this Recirculated Draft EIR.

As described in detail in Sections 4.1 through 4.10 of this Recirculated 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, utilities and service systems, and energy. 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.

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, the exposure of sensitive receptors to substantial pollutant concentrations, and consistency with an applicable air quality plan. Construction and operational activities associated with future development occurring under the proposed project would be significant and unavoidable because the scale of such activities is not known and project-specific emissions cannot be estimated. Compliance Measure CM AQ-1 requires future projects to comply with South Coast Air Quality Management District (SCAQMD) rules and Best Management Practices to reduce air pollutant emissions during the construction of future projects facilitated by approval of the proposed project. In addition, Mitigation Measures MM AQ-1, AQ-2, and AQ-3 require the preparation of project-specific technical assessments evaluating potential construction and operational-related air quality impacts to ensure that criteria pollutant emissions and emissions of toxic air contaminants (TACs) are reduced to the maximum extent feasible. However, in an abundance of caution, the potential emissions impact associated with the operation of the proposed project would remain significant and unavoidable even with implementation of Mitigation Measures MM AQ-1, AQ-2, and AQ-3. The project would also result in significant unavoidable impacts related to conflicts with an air quality management plan because project-related air emissions in excess of SCAQMD thresholds may result in an increase in the frequency and/or severity of existing air quality

violations, cause or contribute to new violations, or delay the attainment of emissions reductions in the AQMP.

8.2.2 Global Climate Change

The proposed project would have significant unavoidable impacts related to the generation of greenhouse gas (GHG) emissions that could significantly impact the environment. Implementation of the proposed project would contribute to Global Climate Change (GCC) through direct and indirect emissions of GHGs from land uses within the City of Long Beach. On a service population basis, the anticipated General Plan build out scenario (2040) would reduce the GHG emissions from 3.8 metric tons (MT) of carbon dioxide equivalent (CO₂e) per year per service population (MT of CO₂e/yr/SP) under existing conditions down to 2.5 MT CO₂e/yr/SP (with reduction measures incorporated). Although the GHG emissions per service population would be lower under future year conditions, the emission rate of 2.5 MT CO₂e/yr/SP would exceed the 1.92 MT CO₂e/yr/SP criterion established by the City in their draft City Climate Action and Adaptation Plan (CAAP) GHG Emissions Reduction Target Options Memo (2018) and used for purposes of this environmental evaluation. As such, Mitigation Measure MM GHG-1 would be required to reduce GHG emissions. This measure requires the preparation of a GHG Reduction Plan or Climate Action and Adaptation Plan (CAAP) to ensure that future development projects meet or exceed the statewide goals aimed at the reduction of GHG emissions. In addition to the proposed mitigation measure, 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. Although the implementation of the proposed project would result in lower GHG emissions within the City as compared to existing conditions, because the project would generate emissions above the interim threshold level and because no additional statewide measures are currently available that can be implemented, GHG emission impacts under the anticipated General Plan build out scenario (2040) would remain significant and unavoidable.

8.2.3 Noise

The proposed project would result in significant unavoidable construction-related impacts. Construction activities associated with development anticipated under the project would be subject to compliance with the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. Some projects may have unusual or extremely loud construction activities (e.g., pile driving, nighttime construction work, or unusually long construction duration, etc.). Therefore, construction projects may result in a substantial increase in ambient noise levels, and mitigation would be required. Mitigation Measure MM NOI-1 would require future construction projects to implement construction best management practices to reduce potential construction-period noise impacts for nearby sensitive receptors. Although Mitigation Measure MM NOI-1 would reduce construction noise associated with future projects because the location, the proximity to sensitive receptors, and the types of construction equipment associated with new construction projects are all unknown at this time, construction noise impacts are considered significant and unavoidable.

8.2.4 Transportation

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 (CMP). The Traffic Impact Analysis (LSA 2019) prepared for the proposed project determined that 48 intersections could be significantly impacted by implementation of future development projects in the anticipated General Plan build out scenario (2040) based on the City's criteria. Potentially significant traffic impacts were also identified at freeway facilities. Physical improvements that would retain the performance goal of level of service (LOS) D were identified as part of the transportation analysis for the project. 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. As such, applicants for future discretionary projects would be required to comply with Mitigation Measure MM T-1. Mitigation Measure MM T-1 requires applicants for future projects to prepare a traffic improvement analysis to identify feasible physical improvements to reduce impacts at intersections within the planning area. While recommended improvements and implementation of Mitigation Measure MM T-1 could contribute to a reduced vehicle LOS, the effectiveness of these improvements cannot be quantified and, therefore, cannot be considered mitigation for the 48 impacted study area intersections for the purposes of CEQA. Therefore, impacts to the 48 intersections are considered significant and unavoidable for the horizon year of 2040.

In addition to identifying significant and unavoidable impacts at the 48 impacted intersections based on the City's criteria, the Traffic Impact Analysis also identified significant impacts at 4 of the 10 monitored intersections within the study area based on Los Angeles County's 2010 CMP criteria. Despite recommended improvements in Mitigation Measure MM T-1, potentially significant impacts to Caltrans intersections and freeway facilities may remain significant and unavoidable. Therefore, the impacts to these intersections are considered significant and unavoidable for the horizon year of 2040.

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