

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 for the preferred development plan and the overhead electric line alternative plan, after mitigation measures are applied:

Air Quality

Impact 5.2-1

The proposed project is not consistent with the applicable air quality management plan because construction-related air pollutant emissions would exceed the South Coast Air Quality Management District's regional and localized emission thresholds. Mitigation measures used to control construction and operational emissions would reduce project and cumulative level impacts but they would remain significant and unavoidable.

Impact 5.2-2

Construction activities associated with the proposed project would generate short-term emissions that exceed SCAQMD'S regional significance thresholds for NO_x, PM₁₀, and PM_{2.5} and would significantly contribute to the nonattainment designations of the South Coast Air Basin for ozone and particulate matter (PM₁₀ and PM_{2.5}). Mitigation measures would reduce the project's construction-related impacts but the project- and cumulative-level impacts would remain significant and unavoidable.

Impact 5.2-4

Construction activities associated with grading operations could expose sensitive receptors to substantial pollutant concentrations of PM₁₀ at the existing onsite residence and the surrounding offsite residences. Mitigation measures would reduce the project's construction-related impact on sensitive receptors but it would remain significant and unavoidable.

Noise

Impact 5.10-5

Project-related construction activities would result in temporary noise increases at the existing onsite residence and surrounding noise-sensitive receptors due to the length of the construction period, that is, approximately three years. Mitigation would reduce the project's impact on local sensitive receptors but it would remain significant and unavoidable.



6. Significant Unavoidable Adverse Impacts

Transportation and Traffic

Impact 5.14-2

There are two roadways identified in the CMP that would be impacted by project traffic: I-215 freeway and I-15 freeway.

Four segments of these two freeways are expected to have an LOS of F during morning peak hours with or without the project in year 2035, and six segments are expected to have an LOS of F during evening peak hours with or without the project in year 2035. All of these segments, except the northbound and southbound segments of I-15 between Sierra Avenue and Glen Helen Parkway, are included in the Caltrans improvement plans for the Devore interchange.

With improvements, two of these freeway segments would operate at acceptable levels. However, six freeway segments would continue to operate at an unacceptable LOS for year 2035:

- The I-215 freeway segment between Palm Avenue and Devore Road (northbound and southbound)
- The I-215 freeway segment between Devore Road and I-15 (northbound)
- The I-15 freeway segment between Glen Helen Parkway and Sierra Avenue (northbound and southbound).
- The I-15 freeway segment between I-215 and Glen Helen Parkway (northbound).

Spring Trails would generate traffic that would contribute to the unacceptable levels of service on these freeway segments. Additionally, mainline improvements to the I-15 and I-215 in the project area are not included in a fee program at this time. There are no feasible mitigation measures to reduce the significant impacts. As a result, these impacts are significant and unavoidable.

Greenhouse Gas Emissions

Impact 5.16-1

Project-related construction activities would generate 5,660 metric tons (MTon) of CO_{2e} and operational activity would generate about 9,559 MTons of CO_{2e}. Mitigation measures would reduce GHG emissions from construction activities, area sources, energy use, and waste and recycling activities to levels that are less than significant; however, the vehicle GHG emissions would not be reduced to levels that are less than significant, and project-generated vehicle emissions of GHG would create significant and unavoidable impacts.