

SECTION 6.0 SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

6.1 CEQA Guidelines Section 15126(b)

In accordance with *California Environmental Quality Act (CEQA) Guidelines* Section 15126(b), Environmental Impact Reports (EIRs) must include a discussion of significant environmental effects that cannot be avoided if the Project is implemented. The impact analysis of this EIR, as detailed in Section 5, concludes that the impacts discussed below would remain as significant and unavoidable even after mitigation.

6.2 Unavoidable Adverse Impacts

Table 6-1 illustrates the significant unavoidable impacts anticipated to result from the proposed Project, even with implementation of the project-specific mitigation measures identified in the analysis contained in Section 5 of the EIR.

Table 6-1. Summary of Proposed Project’s Significant Unavoidable Impacts

Impact Category	Impact
Air Quality	<p>Impact AQ-1 <i>Individual and/or overlapping construction activity associated with future implementing development projects in the East Lake Specific Plan area may generate VOCs, NO_x, CO, SO_x, PM₁₀, and/or PM_{2.5} emissions at levels above SCAQMD emissions standards and/or have temporary impacts on sensitive receptors.</i></p> <p>Impact AQ-2 <i>Operations in the East Lake Specific Plan area at Year 2022 Phase I completion and Year 2040 Buildout completion would result in a significant increase in VOCs, NO_x, CO, PM₁₀, and/or PM_{2.5} emissions at levels above SCAQMD emissions standards. Pending ultimate siting of future development and nature of activities, increased criteria pollutants could have negative impacts on sensitive receptors if not properly mitigated.</i></p>
Greenhouse Gas Emissions	<p>Impact GHG-1 <i>The Project would allow for new development at the Project site, ultimately resulting in a future operational phase that may exceed the GHG target efficiency metric by approximately 9.3 Mton CO₂e/SP in the year 2022 and by 11.5 Mton CO₂e/SP in the year 2040. Future construction would also increase GHG emissions by an additional approximately 5% of the total estimated operational phase emissions, which may contribute to an exceedance of the target efficiency metric.</i></p>
Noise	<p>Impact NOI-1 <i>Temporary exposure of persons to noise levels in excess of City standards and/or a potential substantial temporary increase in ambient noise levels may occur during future project construction activities within the East Lake Specific Plan, resulting in a temporary significant noise impact.</i></p>

	<p>Impact NOI-2 Temporary exposure of persons to noise levels in excess of City standards and/or a potential substantial temporary increase in ambient noise levels may occur during future project construction hauling and material delivery activities within the East Lake Specific Plan, potentially resulting in a temporary significant noise impact.</p> <p>Impact NOI-3 Future implementing development projects within the East Lake Specific Plan would generate additional traffic and associated traffic noise; potentially resulting in a 3 dB noise increase in areas that exceed General Plan noise standards or result in a 5 dB noise increase in other areas.</p> <p>Impact NOI-4 A potentially significant impact would occur if future noise sensitive land uses are sited within the 60 dB Ldn noise contour distances described in Table 5.10-20. A significant unavoidable impact would occur to existing sensitive uses within these noise contour distances if they remain during buildout of the East Lake Specific Plan.</p> <p>Impact NOI-5 Action Sports 1 and 2 racing facilities in Planning Area 6 and future Active Recreation 1 and 2 facilities in Planning Areas 2, 3 and/or 6 would increase ambient noise levels by 3 dB in areas that exceed General Plan noise standards and/or result in a 5 dB increase in other areas; thus, exceeding significance thresholds and potentially impacting sensitive uses.</p>
<p>Transportation and Circulation</p>	<p>Impact TC-1 Temporary disruptions in roadway and/or intersection levels of service may occur during future project construction hauling and material delivery activities within the East Lake Specific Plan, potentially resulting in a temporary significant traffic impact.</p> <p>Impact TC-2 The Project would indirectly result in an increase in traffic volumes associated with future development at the Project site, which may significantly impact the level of service at nine (9) intersections if not improved; two (2) additional intersections (Diamond Drive at Casino Drive/Auto Center Drive and Diamond Drive at Lakeshore Drive/Mission Trail) would be significantly impacted at Project Phase I and one (1) intersection (Diamond Drive at Casino Drive/Auto Center Drive) would remain significantly impacted at Project buildout, even with intersection improvements.</p> <p>Impact TC-3 The Project would indirectly result in an increase in traffic volumes associated with future development at the Project site, which may significantly impact the level of service along four (4) freeway segments (i.e. I-15 Northbound from Baxter Road to Bundy Canyon Road; I-15 Northbound from Bundy Canyon Road to Railroad Canyon Road; I-15 Southbound from Railroad Canyon Road to Bundy Canyon Road; I-15 Southbound from Bundy Canyon Road to Baxter Road) if not improved.</p>