

6. *Significant Unavoidable Adverse Impacts*

Section 1.0 contains a detailed summary table which identifies the project's environmental impacts, proposed mitigation measures, and the level of impact significance after mitigation. This section lists the impacts which are considered significant after all mitigation is applied. Only one significant impact was found, as follows:

Air Quality

Total construction emissions during peak construction days would exceed SCAQMD daily thresholds for the criteria pollutants of ROG and NO_x. However, compliance with the SCAQMD Rules and Regulations during construction will reduce construction related air quality impacts from fugitive dust emissions and construction equipment emissions. The mitigation measures identified in Section 5.2 would further reduce impacts related to construction emissions, although construction emissions would still remain a significant unavoidable adverse impact.

Long term stationary source emissions would occur due to energy consumption, such as electricity usage by the proposed land uses, and from mobile source emissions. Pollutant emissions from project operations would exceed the SCAQMD criteria pollutant thresholds for CO, ROG, NO_x, and PM₁₀. The majority of these releases which contribute to these exceedances are from mobile sources. As a result, long-term operational emissions associated with the Proposed Project are considered Significant and Unavoidable.

However, the project will not result in significant regional air quality impacts as the Proposed Project is consistent with AQMP and other regional plan strategies to reduce the number of trips and the length of trips in the region, and to improve the balance between jobs and housing at the subregional level. The AQMP recognizes that emissions due to trips and mode choices are not only a function of the transportation system, but also relate to the proximity of housing and job generating land uses, and proximity of jobs to transportation infrastructure and transit.



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