

## 6. *Significant Unavoidable Adverse Impacts*

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Chapter 1, *Executive Summary*, contains Table 1-1, 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 after mitigation measures are applied:

### **Air Quality**

- **Impact 5.2-1:** Mitigation measures incorporated into future development projects for operation and construction phases would reduce criteria air pollutant emissions associated with theoretical buildout of the General Plan Update. Goals and policies are included in the General Plan Update that would facilitate continued City cooperation with the South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments to achieve regional air quality improvement goals; promotion of energy conservation design and development techniques; encouragement of alternative transportation modes; and implementation of transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plan, and impacts would remain **significant and unavoidable** due to the magnitude of emissions that would be generated by the theoretical cumulative buildout of the City in accordance with the General Plan Update.
- **Impact 5.2-2:** Mitigation measures incorporated into future development projects for construction phases would reduce criteria air pollutant emissions associated with theoretical buildout of the General Plan Update. Goals and policies are included in the General Plan Update that would reduce air pollutant emissions. However, due to the magnitude of emissions that would be generated by future construction activities, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds, and impacts would remain **significant and unavoidable**.
- **Impact 5.2-3:** Mitigation measures incorporated into future development projects for operation phases would reduce criteria air pollutant emissions associated with theoretical buildout of the General Plan Update. Goals and policies are included in the General Plan Update that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by office, commercial, industrial and warehousing land uses, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Mitigation Measure 6-1 requires preparation of a Climate Action Plan to reduce greenhouse gas (GHG) emissions impacts. Measures considered as part of the Climate Action Plan to reduce idling, natural gas use, and encourage use of alternative-fueled vehicles would also reduce criteria air pollutants within the City. However, operational phase criteria air pollutant impacts would remain **significant and unavoidable**.
- **Impact 5.2-4:** Goals and policies are included in the General Plan Update that would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Review of projects by SCAQMD for permitted sources of air toxics would ensure health risks are minimized. Mitigation Measure 2-2 would ensure mobile sources of toxic air contaminants not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects may achieve the incremental risk thresholds established by SCAQMD. However, the incremental increase in health risk associated with individual projects is



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judged to be cumulatively considerable and would contribute to already elevated levels of cancer and noncancer health risks in the South Coast Air Basin, and impacts would remain **significant and unavoidable**.

### Greenhouse Gas Emissions

- **Impact 5.6-1:** Theoretical buildout of the City of Industry in a post-2035 scenario would contribute to global climate change through direct and indirect GHG emissions. GHG emissions are considered substantial enough to result in a significant cumulative impact. Statewide GHG emissions reduction measures that are being implemented over the next 10 years would assist the City in reducing its community-wide GHG emissions. However, even with statewide measures, the City would fall short of the state's goal to reduce existing emissions by 15 percent from existing levels. Despite implementation of mitigation measures requiring the City to prepare and implement a plan to align the City's GHG reduction goals with the GHG reduction targets of Assembly Bill 32, impacts would remain **significant and unavoidable**.

### Noise

- **Impact 5.10-3:** Mitigation Measure 10-1 (construction-related vibration) would reduce the potential impacts associated with construction activities to the extent feasible. However, due to the potential proximity of construction activities to sensitive uses and the potential longevity of construction activities, and despite the application of mitigation measures, construction-related vibration impacts would remain **significant and unavoidable**.
- **Impact 5.10-5:** Mitigation Measure 10-2 (construction-related noise) would reduce the potential impacts associated with construction activities to the extent feasible. However, due to the potential proximity of construction activities to sensitive uses and the potential longevity of construction activities and despite the application of mitigation measures, construction-related noise impacts would remain **significant and unavoidable**.

### Transportation and Traffic

- **Impact 5.13-1:** Mitigation Measures 13-2 and 13-3 require the City of Industry to participate in relevant and applicable programs developed and adopted by Caltrans for I-10, I-605, and SR-60 freeway mainline lane improvements needed to mitigate direct, project-related impacts under the Existing (Year 2010) With Project and Post-2035 General Plan Buildout Conditions. However, because the improvements needed for the affected freeway mainline segments are under Caltrans's sole jurisdiction, the City cannot implement the freeway improvements itself. Therefore, a temporary or short-term impact may occur if the timing of the freeway improvements is uncertain (e.g., Caltrans does not have the total necessary funds to implement the freeway improvements at the time the City of Industry participates in the adopted Caltrans program). Consequently, impacts to freeway mainline segments as a result of implementation of the General Plan Update would remain **significant and unavoidable**.