

6. *Significant Unavoidable Adverse Impacts*

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
- Greenhouse Gas Emissions
- Noise
- Transportation and Traffic

6.1 **AIR QUALITY**

Impact 5.2-1

Development in accordance with the specific plan would result in long term operational emissions that would substantially contribute to air pollutant emissions in the South Coast Air Basin. Mitigation measures applied for Impact 5.2-2 and Impact 5.2-3, below, would reduce the project's regional construction-related and operational phase criteria air pollutant emissions to the extent feasible. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the project would continue to be potentially inconsistent with the assumptions in the air quality management plan. Impact 5.2-1 would remain significant and unavoidable.



Impact 5.2-2

Short-term construction emissions generated by the project would result in emissions that exceed SCAQMD's regional significance thresholds and cumulatively contribute to the ozone, particulate matter, and nitrogen dioxide nonattainment designations of the SoCAB. Mitigation Measures 2-1 through 2-3 would reduce criteria air pollutants generated from project-related construction activities. Buildout of the Lincoln Avenue Specific Plan would occur over approximately 10 years or longer. Construction time frames and equipment for individual site specific projects are not available. There is a potential for multiple developments to be constructed at any one time, resulting in significant construction related emissions. Therefore, despite adherence to Mitigation Measures 2-1 through 2-3, Impact 5.2-2 would remain significant and unavoidable.

Impact 5.2-3

Land uses associated with redevelopment of the Lincoln Avenue Specific Plan would generate criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would significantly contribute to the ozone, particulate matter, and nitrogen dioxide nonattainment designations of the SoCAB. Mitigation Measures 2-4 through 2-5 would require applicants for new development projects within the Lincoln Avenue Specific Plan to designate spaces for bicycle storage and for electric vehicle charging in residential units in order to encourage residents to take zero- or near-zero emission vehicles or alternative modes of transportation. Mitigation Measure 2-6 would require installation of energy-efficient appliances to reduce natural gas consumption and energy demand from new buildings. Furthermore, adherence to the City's Green Building Standards Code (Municipal Code Section 14.04) would ensure that new buildings are energy efficient by requiring both residential and nonresidential construction to be more energy efficient than the existing 2008 Building and Energy Efficiency Standards, depending on the size of the project (i.e., all projects would be a

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minimum of 15 percent more efficient, nonresidential projects over 25,000 square feet would be 20 percent more efficient, and nonresidential projects over 50,000 square feet would be 30 percent more efficient). Compliance with the City's Green Building Standards Code and Mitigation Measures 2-4 through 2-6 would reduce operational phase criteria air pollutants to the extent practicable. However, criteria air pollutant emissions would continue to exceed the SCAQMD regional significance thresholds, and Impact 5.2-3 would remain significant and unavoidable.

Impact 5.2-4

Construction activities associated with the Lincoln Avenue Specific Plan could expose sensitive receptors to substantial pollutant concentrations. Mitigation Measures 2-1 and 2-2 applied for Impact 5.2-2 would reduce the project's regional construction emissions and therefore also reduce the project's localized construction-related criteria air pollutant emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual projects have the potential to exceed SCAMQD's localized significance thresholds. Impact 5.2-4 would remain significant and unavoidable.

Cumulative Impacts

Construction

Per SCAQMD, any project that produces a significant project-level regional air quality impact in an area that is in nonattainment contributes to the cumulative impact. The South Coast Air Basin (SoCAB) is designated nonattainment for O₃, PM_{2.5}, PM₁₀, and lead (Los Angeles County only) under the California and National Ambient Air Quality Standards (AAQS) and nonattainment for NO₂ under the California AAQS. Project-related construction emissions would exceed the SCAQMD significance thresholds on a project and cumulative basis. Consequently, the project's contribution to cumulative air quality impacts would be significant and unavoidable.

Operation

Operation of the project would result in emissions in excess of the SCAQMD regional emissions thresholds for VOC, NO_x, CO, and PM₁₀ for long-term operation. Therefore, the project's air pollutant emissions would be cumulatively considerable and unavoidable.

6.2 GREENHOUSE GAS EMISSIONS

Impact 5.4-1

The Lincoln Avenue Specific Plan would increase commercial, office, and residential land use intensity along the Lincoln Avenue corridor. While the project would not conflict with plans adopted for the purpose of reducing GHG emissions, emissions generated at buildout of the Lincoln Avenue Specific Plan would exceed SCAQMD's draft per capita significance threshold and are considered to cumulatively contribute to GHG emissions. Mitigation Measures 2-4 through 2-6 would assist in reducing project-related GHG emissions to the extent feasible. While all feasible mitigation measures have been incorporated into the project, the total increase in GHG emissions onsite from the project would still exceed the proposed thresholds and be considered substantial. Impact 5.4-1 would remain significant and unavoidable.

Cumulative Impacts

Project-related GHG emissions are not confined to a particular air basin but are dispersed worldwide. Therefore, impacts identified under Impact 5.4-1 are not project-specific impacts to global warming but the

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proposed project's contribution to this cumulative impact. Because the project's GHG emissions were considered substantial, the project's GHG emissions and contribution to global climate change impacts are considered cumulatively considerable, and therefore significant and unavoidable.

6.3 NOISE

Impact 5.8-5

Project construction would have the potential to cause substantial noise increases to sensitive uses along haul routes and in the vicinity of the specific plan. Implementation of Mitigation Measures 8-5 and 8-6 would reduce noise impacts during construction to the extent feasible by requiring that activities be limited to the hours in the City of Pasadena Municipal Code and that stationary source equipment be placed as far as feasible from adjacent noise-sensitive land uses. A construction management plan would also be required to reduce impacts to nearby sensitive uses. However, because new development may occur near noise-sensitive land uses and could generate substantial noise levels for an extended period of time, impacts are considered potentially significant. The magnitude of impact would depend on the location and schedule of the new development and construction equipment. Impact 5.8-5 would remain significant and unavoidable.

Cumulative Impacts

Cumulative noise impacts occur when multiple sources of noise, though individually not substantial, combine to result in excessive, cumulative noise exposure at noise-sensitive uses.

Short-Term Construction

Cumulative construction noise impacts have the potential to occur when multiple construction projects in the same general area generate noise within the same time frame and contribute to the increases in the ambient noise environment. Based on noise levels generated by construction activities associated with the project site, the duration of construction activities that would occur intermittently within the approximate ten-year buildout period, and the proximity of the sensitive receptors, construction noise from the project would substantially elevate ambient noise levels. This would significantly contribute to the cumulative noise environment. Cumulative construction noise impacts are considered potentially significant.



6.4 TRANSPORTATION AND TRAFFIC

Impact 5.11-1

The project plus existing condition and the project in combination with ambient growth and related projects would result in a significant increase in volume-to-capacity ratio for nine signalized and one unsignalized intersections. Mitigation measures required to reduce significant impacts would be infeasible due to right-of-way constraints and inconsistency with the City's General Plan. As a result, traffic impacts to nine signalized intersections would remain significant and unavoidable.

It should be noted that the Lincoln Avenue Specific Plan includes several implementation strategies that would help to manage automobile, transit, and traffic flow within the study area, as well as measures that will enhance pedestrian activity. The strategies include:

- Enrich the pedestrian environment along Lincoln Avenue through well-designed and appropriately scaled projects and pleasing streetscapes.
- Invite pedestrian activity through a cohesive and improved streetscape corridor.

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- Traffic signals will be evaluated periodically and, as needed, updated to supplement the mobility of all modes of travel.
- Sidewalk widths at key street intersections will be increased and enhanced with urban design elements such as decorative crosswalks, landscaping, and street furniture.
- Implementation of a road diet from Washington Boulevard to La Mesa Place.
- Lincoln Avenue is a designated multimodal corridor in the City of Pasadena General Plan mobility element and is required to accommodate all modes of travel.

In addition, the City of Pasadena General Plan mobility element includes several action items and implementation strategies intended to improve traffic flow within the study area. The City is currently pursuing some of these actions within the study area:

- Increased use of intelligent transportation system technology along key corridors to increase the efficiency of the system, including the expansion of the City's traffic management Center.
- Increased transit service within the City, including expansion of the local ARTS bus system and the implementation of rapid bus along Fair Oaks Avenue.
- Expansion of the bicycle and pedestrian systems and facilities in the City and adoption of review policies to strengthen the role of non-auto transportation planning in the development of new projects.

While difficult to quantify in terms of the specific number of reduced vehicle trips, the implementation strategies and programs detailed above will have the effect of encouraging alternative modes of travel in the study area, reduce automobile travel demand, and enhance pedestrian activity along the Lincoln Avenue corridor.

Impact 5.11-2

The project would result in a significant impact to ten roadway segments. Washington Boulevard is identified in the City of Pasadena General Plan Mobility Element (2004) as a deemphasized street. It is City policy to limit the growth of traffic volumes on deemphasized streets in order to protect residential neighborhoods. No transportation capital or operational improvements to increase traffic capacity will be implemented on this corridor. Therefore, impacts to this roadway segment would remain significant and unavoidable.

Payment of capital improvement program fund fees to the City of Pasadena would not reduce impacts to the 10 roadway segments identified in Impact 5.11-2 to less than significant. There are no feasible mitigation measures that would reduce this impact to less than significant, and this impact would remain significant and unavoidable.

Cumulative Impacts

Cumulative traffic impacts are addressed above under Impacts 5.11-1, 5.11-2. The proposed project would result in a cumulative traffic impact on nine intersections and ten roadway segments. As discussed above, Mitigation Measure 11-1 is infeasible and therefore impacts to nine signalized intersections would remain significant and unavoidable. Even with incorporation of Mitigation Measure 11-2, impacts to roadway segments are significant and unavoidable.