

## 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. Although mitigation measures would reduce the level of impact, the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied.

### Greenhouse Gas Emissions

- **Impact 5.4-1:** Compared to the 2006 General Plan, the proposed project would achieve SCAQMD's efficiency metric by decreasing GHG emissions on a per capita basis. The policies and implementation actions in the City's General Plan would ensure that GHG emissions from buildout of the proposed General Plan LUE Amendment would be minimized to the extent practicable. However, similar to impacts under the 2006 General Plan EIR, the City would not achieve the long-term GHG reductions goals under Executive Order S-03-05—additional statewide measures would be necessary to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves this long-term GHG reduction goal. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advancements in technology. Since no additional statewide measures are currently available, Impact 5.4-1 would be significant and unavoidable.

### Noise and Vibration

- **Impact 5.8-6:** Similar to the 2006 General Plan, development in accordance with the proposed project would increase groundborne vibration related to construction activities. Grading and demolition activities typically generate the highest vibration levels during construction activities. In particular, pile driving and rock blasting can generate high levels in excess of 100 peak particle velocity at 25 feet away. Typical construction projects do not require these methods, or if necessary, can usually be mitigated with alternative methods such as nonexplosive rock breaking (instead of rock blasting) and drilled piles (instead of impact pile driving), which do not exceed the thresholds for architectural damage and do not reach levels that are considered annoying at distances greater than 200 feet. However, as discussed in the 2006 General Plan EIR, since construction equipment for subsequent projects is unknown as of now, there would be no feasible mitigation available to eliminate potential vibration impacts to nearby receptors if pile driving/rock blasting equipment or other activities that generate high levels are necessary for future developments. Furthermore, intensification of land uses at some of the proposed project's subareas could result in greater vibration impacts than the 2006 General Plan. Therefore, impacts would be significant and unavoidable.

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### Population and Housing

- **Impact 5.9-1:** Buildout of the General Plan LUE Amendment would directly result in an estimated population increase of up to 3,838 persons in comparison to buildout of the 2006 General Plan (approximately 3.7 percent increase). This increase would exceed the 2035 SCAG population projections for the City by almost 18 percent, but slightly improve the jobs-housing balance.

### Transportation and Traffic

- **Impact 5.11-3:** The County of Orange is currently preparing an EIR to analyze potential impacts associated with the proposed amendment of the John Wayne Airport Settlement Agreement. The proposed amendment for the Airport Settlement Agreement would expand the number of annual passengers and average daily departures from January 1, 2021, to December 31, 2035, which would result in a greater number of automobiles and buses providing access to JWA. The increased number of vehicles may result in traffic congestion and deterioration of level of service on the roadways surrounding JWA, including at intersections that would already be substantially impacted by the General Plan LUE Amendment, such as Von Karman at Alton Parkway. Until the EIR analysis for the amendment of the Airport Settlement Agreement is completed, it is not possible to identify with precision the probable traffic impacts of the proposed project. Because it cannot be determined at this point if significant impacts would occur and if mitigation measures would be feasible, impacts would be significant and unavoidable.
- **Impact 5.11-5:** Project-related trip generation would contribute trips to six existing and forecast deficient main line segments of the I-405, SR-73, and SR-55 freeways and contribute to deficient ramp operations at two I-405 off-ramps. Caltrans does not have an adopted fee program that can ensure that locally contributed impact fees would be tied to improvements, and such improvements would be out of the control of the City of Newport Beach. These freeway and ramp impacts would be a cumulatively considerable, significant project impact.