

## 6. Significant Unavoidable Adverse Impacts

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Chapter 1, *Executive Summary*, Table 1-1, summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. The following impacts are considered potentially significant and may not be feasibly mitigated to a level of insignificance, so they are considered unavoidable and adverse:

### 6.1 AIR QUALITY

**Impact 5.3-2: Regional Construction Emissions.** Construction activities may generate short-term emissions that exceed the South Coast Air Quality Management District's regional significance thresholds and cumulatively contribute to the South Coast Air Basin nonattainment designations.

Compliance with SCAQMD regulations and LAUSD Standards would reduce criteria air pollutant emissions from construction-related activities. However, short-term emissions generated from future individual projects could still exceed the SCAQMD regional significance threshold criteria. No additional mitigation measures are available to reduce impacts. Therefore, Impact 5.3-2 is considered potentially significant and unavoidable.

**Impact 5.3-4: Local Construction Emissions.** Site-specific projects may generate short-term emissions that exceed South Coast Air Quality Management District's localized significance thresholds and expose sensitive receptors to substantial pollutant concentrations.

Compliance with SCAQMD regulations and LAUSD Standards would reduce criteria air pollutant emissions from construction-related activities. However, short-term onsite emissions generated from future individual projects could still exceed the SCAQMD localized significance threshold criteria even after this reduction. No additional mitigation measures are available to reduce impacts. Therefore, Impact 5.3-4 is considered potentially significant and unavoidable.

### 6.2 CULTURAL RESOURCES

**Impact 5.5-1: Historical Resources.** SUP-related project implementation may substantially degrade the significance of historical resources.

Each project that may impact a historic resource will include implementation of OEHS CEQA Specification Manual, Appendix H, Historical Resources, and PDF CUL-1 through PDF CUL-9 to reduce impacts from relocation, conversion, rehabilitation, alteration, damage, or demolition of a historic resource. LAUSD Standards would reduce historic resource impacts to the extent feasible; however, no mechanism for the full mitigation has been established. Therefore, even with the LAUSD Standards, impacts associated with the demolition or damage to a historic resource would remain significant and unavoidable.

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### 6.3 NOISE

**Impact 5.12-1: Local Noise Ordinance.** SUP implementation may result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance.

Projects that place stadiums or other outdoor activity areas near sensitive noise receptors may exceed local ambient noise limits. Implementation of LAUSD PDF N-4 would include design features such as buffer zones, sound barriers, or building orientation improvements between playgrounds and adjacent residential uses, or other special design features to reduce increases to noise levels at nearby noise-sensitive land uses to no more than 3 dBA CNEL. However, there is no guarantee that these measures would reduce noise to less than significant levels. Therefore; outdoor noise may be significant and unavoidable

**Impact 5.12-2: Construction Vibration.** SUP-related project construction activities may result in generation of excessive groundborne vibration.

Demolition and construction for activities within 25 feet of a historic building or where pile driving activities are within 150 feet of a structure may cause vibration annoyance and/or architectural damage. For these types of projects a detailed vibration assessment would be provided by an acoustical engineer to analyze potential impacts to nearby structures from vibration and to determine feasible alternatives to eliminate the potential risk of annoyance and architectural damage. Implementation of LAUSD PDFs N-6 to N-8 would reduce construction-related vibration impacts, but for some projects these LAUSD standards may not be enough to avoid the impact. No additional mitigation measures are available to reduce impacts. Therefore, Impact 5.12-2 would remain significant and unavoidable.

**Impact 5.12-4: Construction Noise.** Construction activities may result in substantial temporary or periodic increase in ambient noise levels in the project vicinity.

Implementation of LAUSD PDFs AQ-1 and N-9 to N-13 would reduce noise impacts related to stationary-source noise. However, noise generated from construction equipment could still have the potential to exceed applicable thresholds at nearby sensitive uses or create substantial noise increases at nearby receptors for extended periods of time. No additional mitigation measures are available to reduce impacts. Therefore, Impact 5.12-4 would remain significant and unavoidable.

### 6.4 TRANSPORTATION AND TRAFFIC

**Impact 5.16-1: Traffic.** SUP-related trip generation may have the potential to impact levels of service on the existing area roadway system.

Traffic impacts may occur for some projects associated with the SUP. Implementation of OEHS CEQA Specification Manual, School Design Guide, and PDFs T-1 and AQ-6 would encourage ride sharing to reduce reliance on private autos; require specific analysis methods to evaluate traffic impacts and implement adequate traffic control devices; and provide adequate site access. Possible mitigation measures to offset vehicular impacts to the roadway system could include installation of traffic signals, intersection and roadway widening and restriping, turn restrictions, and removal of on-street parking. However, it may be infeasible to implement

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mitigation measures to reduce potential impacts from future projects to the roadway system. No additional mitigation measures are available to reduce impacts. Therefore, Impact 5.17-1 would remain significant and unavoidable.

**Impact 5.16-2: Traffic.** SUP-related trip generation may result in designated road and/or highways exceeding county congestion management agency standards.

Traffic impacts may occur for some projects associated with the SUP. Implementation of OEHS CEQA Specification Manual, School Design Guide, and PDFs T 1 and AQ 6 would encourage ride sharing to reduce reliance on private auto trips; require specific analysis methods to evaluate traffic impacts and implement adequate traffic control devices; and provide adequate site access. Possible mitigation measures to offset vehicular impacts to the CMP system could include intersection and roadway widening and restriping, and turn restrictions. However, it may be infeasible to implement mitigation measures to reduce potential impacts from future projects to the CMP system. No additional mitigation measures are available to reduce impacts. Therefore, Impact 5.17 2 would remain significant and unavoidable.

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