

6. Significant Unavoidable Adverse Impacts

At the end of Chapter 1, *Executive Summary*, is a table that summarizes the impacts, mitigation measures, and levels of significance before and after mitigation. Mitigation measures would reduce the level of impact, but the following impacts would remain significant, unavoidable, and adverse after mitigation measures are applied:

Greenhouse Gas Emissions

- **Impact 5.7-1.** Operation of the proposed project would generate a cumulatively considerable net increase in GHG emissions, that would exceed the South Coast AQMD Working Group bright-line threshold as well as the City of Laguna Niguel's 3,000 MTCO₂e significance threshold. The project is estimated to generate 11,651 metric tons of CO₂-equivalent (MTCO₂e) annually from operational activities and would exceed SCAQMD's bright-line screening threshold.

Mitigation Measures GHG-1 through GHG-3 require the use of alternative-fueled vehicles, nonmotorized transportation, and require energy-efficient appliances. These measures ensure that GHG emissions from the buildout of the proposed project would be minimized. However, additional federal, state, and local measures would be necessary to reduce GHG emissions under the proposed project to meet the long-term GHG reduction goals under SB 32. The project has no control over state and regional solutions to reduce mobile emissions and the use of mass transit, alternative modes of transportation, and electric vehicles cannot be estimated with certainty. There are no additional feasible and quantifiable means of reducing GHG emissions below the level of significance. Since no additional statewide measures are currently available, Impact 5.7-1 would remain significant and unavoidable.

- **Impact 5.7-2.** The proposed project would potentially conflict with the Scoping Plan. Implementation of Mitigation Measure GHG-1 through GHG-3 would reduce GHG emissions to the extent feasible. However, the project would result in a substantial increase in GHG emissions; and therefore, it is conservatively considered to potentially conflict with the Scoping Plan. Impact 5.7-2 would remain significant and unavoidable.

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