

## 7.1 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

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This section presents the evaluation of other types of environmental impacts required by the California Environmental Quality Act (CEQA) and identified in the *CEQA Guidelines* § 15126.2 that are not covered within the other sections of this environmental impact report. The other CEQA considerations include significant and unavoidable adverse impacts and irreversible environmental changes.

As required by the *CEQA Guidelines*, this section identifies the significant environmental effects that cannot be avoided if the proposed project is implemented. The *CEQA Guidelines* § 1526.2(b) requires that this discussion:

*Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.*<sup>1</sup>

The analysis contained in **Section 5.0** of this environmental impact report (EIR) identifies significant impacts that would result from implementation of the proposed project. Where significant impacts are identified, mitigation measures are provided to reduce the severity of the potential impact. With implementation of the mitigation measures provided in **Section 5.0**, impacts identified for the East Gateway Project would be reduced to Class II, less than significant with mitigation, with the exception of **Agricultural Resources (Section 5.2)** and **Transportation/Traffic (Section 5.13)**. These two issues would have significant unavoidable impacts that include the loss of Prime Farmland for **Agricultural Resources**, and cumulative impacts for **Transportation/Traffic** at the intersection of 10th Street and Harvard Boulevard do not achieve LOS C or better to fully mitigate the intersection.

Implementation of the East Gateway Project would result in the conversion of approximately 51.6 acres of active and inactive farmland to non-agricultural uses. The conversion of 32.2 acres of Prime Farmland and 8.0 acres Unique Farmland to non-agricultural uses represents a potentially significant impact to agricultural resources. The East Gateway Specific Plan area contains approximately 25.2 acres of Prime Farmland, 7.8 acres of Urban and Built-Up Land, and 3.6 acres of Other land; the conversion of 25.2 acres of Prime Farmland within the East Gateway Specific Plan area to non-agricultural use represents a potentially significant impact. No feasible mitigation measures exist. Impacts will be significant and unavoidable.

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<sup>1</sup> California Code of Regulations, Title 14, Division 6, Chapter 3, California Environmental Quality Act Guidelines, § 15126.2(b).

### ***7.1 Considerations and Discussion of Significant Unavoidable Impacts***

Cumulative impacts at the intersection of 10th Street and Harvard Boulevard do not achieve LOS C or better. The LOS for both AM and PM traffic at this intersection would be reduced from LOS E to LOS F when project traffic is added to cumulative traffic for the year 2020. With mitigation measures, traffic circulation would improve to LOS C for the AM but would remain at LOS D would result from PM traffic at this intersection. As such, these impacts would be significant and unavoidable from other cumulative growth.

It should be noted that the potential for the cumulative growth to occur as estimated in the traffic model is considered low as it includes future development of Adams Canyon, Fagan Canyon and West Area 2. These areas have no foreseeable development at present and are included in the traffic modeling to reflect full general plan “buildout” development conditions.