

4.1 Significant and Unavoidable Environmental Impacts

Section 21100(b)(2)(A) of the California Environmental Quality Act (CEQA) requires that a draft environmental impact report (Draft EIR) identify any significant environmental effects that cannot be avoided if a project is implemented. Most impacts identified for the 1300 El Camino Real Greenheart Project (Project) in this Draft Infill Environmental Impact Report (Infill EIR) would either be less than significant or could be mitigated to a less-than-significant level. However, the Project would result in some significant impacts that cannot be mitigated to less-than-significant levels. These impacts are listed below.

Project-Level Impacts

- **Impact TRA-1: Impacts on Intersections under Near-Term 2020 plus-Project Conditions.** Increases in traffic associated with the Project under near-term 2020 plus-Project conditions would result in increased peak-hour delays at five intersections. Intersection impacts at the four of the five intersections would remain significant and unavoidable because improvements would require obtaining additional rights-of-way, would violate existing City/town policies, or would be outside the City's jurisdiction.
- **Impact TRA-2: Impacts on Roadway Segments under Near-Term 2020 plus-Project Conditions.** Increases in traffic associated with the Project under near-term 2020 plus-Project conditions would result in increased ADT volumes on area roadway segments.
- **Impact TRA-3: Impacts on Routes of Regional Significance under Near-Term 2020 plus-Project Conditions.** Increases in traffic associated with the Project under near-term 2020 plus-Project conditions would result in significant impacts on several Routes of Regional Significance.
- **Impact TRA-10: Impacts on Railroad Crossings.** The Project would result in added traffic to railroad crossings which would result in conflicts and safety concerns. (SU)

Cumulative Impacts

- **Impact C-TRA-4: Impacts on Intersections under Cumulative 2040 plus-Project Conditions.** Increases in traffic associated with the Project under cumulative 2040 plus-Project conditions would result in increased peak-hour delays at 13 intersections. Intersection impacts at nine of the intersections would be significant and unavoidable because improvements would require obtaining additional rights-of-way, would violate existing City/town policies, or would be outside the City's jurisdiction.
- **Impact C-TRA-5: Impacts on Roadway Segments under Cumulative 2040 plus-Project Conditions.** Increases in traffic associated with the Project under the cumulative 2040 plus-Project conditions would result in increased daily traffic volumes on area roadway segments.

- **Impact C-TRA-6: Impacts on Routes of Regional Significance under Cumulative 2040 plus-Project Conditions.** Increases in traffic associated with the Project under cumulative 2040 plus-Project conditions would result in significant impacts on several Routes of Regional Significance.

4.2 Significant and Irreversible Environmental Changes

The Greenheart Land Company (Project Sponsor) intends to develop the 11 Assessor's parcels on the Project site (comprised of the properties at the former Derry Lane Site, the former 1300 El Camino Real site, and the 1258 El Camino Real site) into a mixed-use development. Existing development at the Project site includes vacant, previously developed land in the northern portion of the site and commercial buildings in the southern portion. The existing structures in the southern portion of the site would be demolished and developed with approximately 420,000 square feet (sf) of mixed-uses. Due to the increase in usable floor space, it can be reasonably assumed that the post-construction commitment of nonrenewable resources would increase from current levels, although the amount and rate of consumption of these resources would not result in the unnecessary, inefficient, or wasteful use of resources. It is also possible that new technologies or systems would emerge or would become more cost-effective or user-friendly and further reduce the reliance upon nonrenewable natural resources during the lifetime of the Project.

Accidents, such as the release of hazardous materials, may trigger irreversible environmental damage. Potential hazardous materials that could be used at the Project site could include cleaning products used for facility maintenance, liquids with polychlorinated biphenyls, mixed oil, and other organic solids. Exposure of site occupants to hazardous materials could occur in the following manner: improper handling or use of hazardous materials or hazardous wastes during occupancy of the Project site, transportation accident, environmentally unsound disposal methods, and/or emergencies, such as fires and explosions. However, safety requirements and the goals and policies adopted by federal, state, and local governments would reduce the public health and safety risks to reasonably prudent levels so that significant irreversible changes from accidental releases are not anticipated. Mitigation Measure HAZ-1.1 would also ensure that the Project would not create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials during construction activities. These regulations and relevant mitigation measures are identified in Section 3.4, *Hazards and Hazardous Materials*.

The Project would use nonrenewable resources for both construction and operation. Energy sources include fuels for trucks and construction equipment, and electricity and natural gas for operation of the residential and commercial land uses. The estimated annual fuel and other energy usage for the Project has been quantified using vehicle fuel efficiency values from the California Air Resource Board's (ARB's) EMFAC2014 model, estimated daily vehicle miles traveled (VMT) for Project operations, and default energy intensity values for residential and commercial land use types from the CalEEMod model. The Project would consume approximately 3,480,505 annual kilowatt hours, approximately 87,662 annual therms, and approximately 154,914 gallons of fuel annually during normal operations. The Project would also consume over 235,554 gallons of fuel during construction (Appendix 3.2, *Air Quality Modeling Details*).

The Project would be a consumer of energy. The energy consumed in daily operations is necessary for the ongoing operation of the Project site. Furthermore, due to the various energy-saving measures described above, the City finds no evidence that the Project's energy use would be wasteful, inefficient, or unnecessary.

4.3 Cumulative Impacts

CEQA Guidelines (Section 15355) define cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” The combination of the Project with other foreseeable projects in the vicinity or region affected by the Project defines the cumulative scenario. The list of cumulative projects is included in Chapter 3.0, *Introduction to the Analysis*, and the cumulative impacts and the Project’s contribution to the cumulative impacts are addressed in Sections 3.1 through 3.4 of this Infill EIR. These resource sections identify feasible mitigation measures that would reduce the Project’s cumulatively considerable contributions to cumulative impacts to less-than-cumulatively-considerable levels. These sections also identify those cumulative impacts that would be significant and unavoidable even with the implementation of feasible mitigation measures.

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