

CHAPTER 6

Impacts Found Not to be Significant

California Resources Code Section 21003(f) states "...it is the policy of the state that ..." [a]ll persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward mitigation of actual significant effect on the environment." This policy is reflected in the *CEQA Guidelines* Section 15126.2(a), which states that "[a]n EIR shall identify and focus on the significant effects on the environment." The Guidelines allow the use of an Initial Study to document project effects that are less than significant (*CEQA Guidelines* Section 15063(a)). In addition, *CEQA Guidelines* Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant, and were therefore not discussed in detailing the EIR.

The Initial Study prepared for the proposed project and non-clustered scenario in August 2011, determined that impacts listed below would be less than significant. Consequently they have not been further analyzed in the EIR.

However, based on public comments received during the NOP comment period, issues related to inducing population growth in the project area were included in the EIR, although it was determined in the Initial Study that impacts would be less than significant. In addition, although impacts to recreation were determined to be less than significant in the Initial Study, this issue is also addressed in the EIR.

Please refer to Appendix A for explanation of the basis of these conclusions. Impact categories and questions below are summarized directly from the CEQA Environmental Checklist, as contained in the Initial Study in **Table 6.1** below.

TABLE 6.1
IMPACTS FOUND NOT TO BE SIGNIFICANT

| Environmental Issues | Initial Study Determination |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|
| Agriculture and Forestry Resources. Would the project: | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | No impact |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | No impact |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? | No impact |
| Air Quality. Would the project: | |
| e) Create objectionable odors affecting a substantial number of people? | Less than significant impact |
| Geology and Soils. Would the project: | |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | No impact |
| Hazards and Hazardous Materials. Would the project: | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Less than significant impact |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | Less than significant impact |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | No impact |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | Less than significant impact |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | No impact |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | No impact |
| Hydrology and Water Quality. Would the project: | |
| f) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map? | No impact |
| g) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? | No impact |
| h) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | Less than significant impact |
| i) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow? | No impact |

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| Environmental Issues | Initial Study Determination |
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| Land Use and Planning. Would the project: | |
| a) Physically divide an established community? | No impact |
| Mineral Resources. Would the project: | |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | No impact |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | No impact |
| Noise. Would the project: | |
| e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels? | No impact |
| f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? | No impact |
| Population and Housing. Would the project: | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | Less than significant impact; however based on public comments, this issue is discussed in detail in the EIR. |
| b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere? | No impact |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | No impact |
| Recreation. Would the project: | |
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated? | Less than significant impact; although this issue is discussed in detail in the EIR due to public interest in the recreation areas in the project area. |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | Less than significant impact; although this issue is discussed in detail in the EIR due to public interest in the recreation areas in the project area. |
| Transportation/Traffic. Would the project: | |
| e) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | No impact |
| h) Result in inadequate parking capacity? | No impact |
| i) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | Less than significant impact |