

SECTION 7: EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 - Introduction

This section is based on the Notice of Preparation (NOP), dated May 28, 2014 and a Revised NOP dated June 11, 2014, both contained in Appendix A of this Environmental Impact Report (EIR). The NOPs were prepared to identify the potentially significant effects of the proposed Project; the Revised NOP was circulated for public review between June 11 and July 11, 2014. In the course of this evaluation, certain impacts were found to be less than significant because the proposed Project's characteristics would not create such impacts. This section provides a brief description of effects found not to be significant or less than significant, based on the NOP comments or more detailed analysis conducted as part of the EIR preparation process. Note that a number of impacts that are found to be less than significant are addressed in the various EIR topical sections (Sections 3.1 through 3.13) to provide more comprehensive discussion of why impacts are less than significant, in order to better inform decision-makers and the general public.

7.2 - Effects Found not to be Significant

7.2.1 - Aesthetics, Light, and Glare

State Scenic Highways

The closest Scenic State Highway to the Project Site is Interstate 680 (I-680) located approximately 7 miles to the west of the Northern and Southern Sites. Even though I-680 is an "Officially Designated" Highway, it is not visible from the Project Site. No impacts would occur.

The Contra Costa County General Plan identifies various scenic routes in the unincorporated Project vicinity. The nearest designated scenic route to the Project vicinity is Camino Tassajara.

The Contra Costa County General Plan states that scenic views observable from scenic routes shall be conserved, enhanced, and protected to the extent possible. It also states that the existing system of scenic routes shall be enhanced to increase the enjoyment and opportunities for scenic pleasure driving to major recreational and cultural centers throughout this and adjacent counties. As discussed in Section 3.1, Aesthetics, Light, and Glare, the Project would be visually consistent with surrounding land uses. However, since Camino Tassajara is not a State-designated scenic highway, no impacts would occur.

7.2.2 - Agriculture Resources

Forest Zoning Conflict

The Project Site is designated Agricultural Land (AL) by the Contra Costa General Plan and zoned Exclusive Agriculture (A-80) by the Contra Costa County Ordinance Code. The Project Site does not include any forest land zoning. No impacts would occur.

Conversion of Forest Land to Non-Forest Use

Public Resources Code (PRC) Section 12220(g) defines forest land as “. . . land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits”; additionally, timberland is defined by PRC Section 4526 as land “. . . which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products.”

The Project Site does not include any forest land uses. Furthermore, no commercially harvestable quantity of trees exists within the Project Site. Therefore, no forest land would be converted to non-forest use. No impacts would occur.

7.2.3 - Geology, Soils, and Seismicity

Septic or Alternative Wastewater Disposal Systems

The Central Contra Costa Sanitation District would provide sanitary sewer services to the Residential Development Area on the Northern Site. No urban development is proposed on the Southern Site that would require wastewater disposal. No septic or alternative wastewater disposal systems would be installed; therefore, no impacts would occur.

7.2.4 - Hazards and Hazardous Materials

Airports

Livermore Municipal Airport is located approximately 5.5 miles to the southeast of the Southern Site's southern boundary. This distance precludes the possibility of the Project exposing persons within the Project Site to aviation safety hazards. No impacts would occur.

Private Airstrips

There are no private airstrips within the Project vicinity. This precludes the possibility of the Project exposing persons within the Project Site to aviation safety hazards. No impacts would occur.

Emergency Response or Evacuation Plan

The Project does not propose any modifications to Camino Tassajara or internal roadway features that would have the potential to adversely affect emergency response or evacuation (significant lane narrowing, permanent road closures, hairpin turns, etc.). No impacts would occur.

7.2.5 - Hydrology and Water Quality

Housing within Flood Hazard Areas

The proposed 125 housing units and associated improvements within the Residential Development Area are not located within a 100-year Flood Hazard Area. No impact would occur.

Levee or Dam Failure

As mapped by the California Office of Emergency Services, the Project Site is not within a dam failure inundation area. This condition precludes the possibility of the Project Site being inundated as a result of dam failure. No impacts would occur.

Seiches, Tsunamis, or Mudflows

The Project Site is not near a large inland body of water and, therefore, is not susceptible to inundation by seiche. The Project Site is more than 30 miles from the Pacific Ocean, a condition that precludes inundation by tsunami. The Project Site is surrounded by portions of undeveloped land that contains hilly terrain that may be capable of producing mudflows. However, no urban development would occur on the Southern Site and development on the Northern Site would be located on and surrounded by engineered slopes that would preclude inundation by mudflow. No impacts would occur.

7.2.6 - Land Use

Division of an Established Community

The Project Site contains mostly undeveloped land, while surrounding land uses consist of a mix of residential neighborhoods and undeveloped land. The Project proposes to build 125 single-family residential units and associated improvements on 30 acres adjacent to and consistent with the existing residential neighborhood to the west. The Project Site does not provide a formal or informal linkage between any surrounding land uses. These conditions preclude the possibility of dividing an established community. No impacts would occur.

7.2.7 - Mineral Resources

Mineral Resources of Statewide or Local Importance

The Project Site contains mostly undeveloped land. The Project Site is not mapped as a “Mineral Resource Zone” by the State of California or Contra Costa County. Additionally, the Project Site has not historically supported mineral extraction operations. This precludes the possibility of the loss of mineral resources of statewide or local importance. No impacts would occur.

7.2.8 - Noise

Aviation Noise

The Project would not expose people residing or working in the Project vicinity to excessive noise levels from aircraft. The nearest airport is Livermore Municipal Airport, located approximately 5.5 miles southeast of the Southern Site’s southern boundary. Although, aircraft noise is occasionally heard on the Project Site, the aircraft flyovers are typically at high altitudes and do not exceed any noise standards. In addition, the Project Site is not located within 2 miles of a private airstrip. Therefore, implementation of the Project would not expose people to excessive noise levels from aircraft activity, and no impact would occur.

7.2.9 - Population and Housing

Displacement of Persons or Housing

The Project Site contains undeveloped land. There is one residence on the Southern Site but it is already vacant. This condition precludes the displacement of persons or housing. No impacts would occur.

7.2.10 - Transportation

Air Traffic Patterns

Livermore Municipal Airport is located approximately 5.5 miles to the southeast of the Southern Site's southern boundary. The Project Site is not located within the Airport Influence Area. Additionally, the proposed residential units on the Northern Site would be similar to other building heights in the Project vicinity. These characteristics preclude the possibility of the Project altering air traffic patterns or aviation activities at Livermore Municipal Airport. No impacts would occur.