

**Negative Declaration
for the Village One Specific Plan
Amendment No. 26,
General Plan Amendment,
Village One Precise Plan No. 35
Vesting Tentative Subdivision Map “The Crossings”
Final Development Plan “The Crossings”**

GPA-22-001/SPA-22-003/PP-22-001
TSM-22-002/FDP-22-003

Environmental Assessment No. EA/C&ED 2023-26

Prepared for:

City of Modesto
P.O. Box 642
Modesto, CA 95353
Contact: Katharine Martin, Senior Planner
209/209-577-5267

Prepared by:

City of Modesto
Community & Economic Development Department
209/577-5267

May 5, 2023

CEQA Environmental Checklist

PROJECT DESCRIPTION AND BACKGROUND

Project Title:

GPA-22-001/SPA-22-003: Village One Specific Plan Amendment No. 26 and General Plan Amendment

Lead agency name and address:

City of Modesto, 1010 Tenth Street, Suite 3300, Modesto CA 95354

Contact person and phone number:

Katharine Martin, Senior Planner, 209-577-5267

Project Location:

The project is located in Stanislaus County within the City of Modesto, on 83 acres located north of E. Briggsmore Avenue/MID Lateral No. 3 and east of Claus Road. Assessor's Parcels No. 014-026-017 and 014-026-034.

Project applicant's name and address:

DR Horton Bay Inc.
3000 Executive Parkway, Suite 100
San Ramon, CA 94583

General plan description:

Business Park-Commercial-Residential (BCR)

Zoning:

SP (Specific Plan) as part of the Village One Specific Plan

Description of project:General Plan Amendments:

- Proposed amendment of the City of Modesto Urban Area General Plan Land Use Diagram to amend the land use of approximately 140 acres from Business Park-Commercial-Residential (BCR) to Residential (R), plus associated textual and exhibit amendments to the General Plan document.
- Proposed amendment of the Circulation Diagram to downgrade the classification of Claus Road between Sylvan Avenue and Briggsmore Avenue from an Expressway to a four-lane Principal Arterial Street.
- Proposed amendment of the Circulation Diagram to downgrade the classification of East Briggsmore Avenue between Claus Road and the BNSF Railroad crossing from an Expressway to a four lane Principal Arterial Street.
- Proposed amendment of text in Section VI.H.12 regarding minimum sizing of Neighborhood Parks.

The proposed project would connect a future East Merle Avenue to Claus Road, an Expressway. General Plan policy disallows direct access from a residential development to an

Expressway. The project as proposed relies on the downgrade of Claus Road from its current designation of a six-lane Expressway to a four-lane Principal Arterial Street, by an amendment to the Circulation Element of the General Plan.

The proposed project would connect Held Drive to a 2-lane roundabout at the intersection of Briggsmore Avenue and Held Drive, an Expressway. General Plan policy disallows direct access from a residential development to an Expressway. The project as proposed relies on the downgrade of Briggsmore Avenue east of Claus Road from its current designation of an Expressway to a four-lane Principal Arterial Street, by an amendment to the Circulation Element of the General Plan.

Specific Plan Amendment: Proposed amendment of the land use diagram of the Village One Specific Plan, to amend approximately 140 acres from Business Park (BP) to Village Residential (VR) to allow for single family residential development, plus associated textual and exhibit amendments to the Specific Plan document. Together with an amendment to the Circulation Diagram of the Specific Plan to change the designation of Claus Road from a Class A Expressway to a four-lane Principal Arterial Street, and to change the designation of East Briggsmore Avenue east of Claus Road from a Class C Expressway to a four-lane Principal Arterial Street.

Precise Plan Document: Proposed adoption of a Precise Plan document for the southerly 257 acres of Village One Precise Plan Area No. 35. The Precise Plan document outlines land uses, circulation plans and utility plans for the project area.

Vesting Tentative Subdivision Map: Division of 84.1 acres of the overall Precise Plan area into 527 single-family residential lots (The Crossings).

Final Development Plan: FDP for the architecture and home siting of The Crossings project.

The proposed project is being analyzed as a subsequent project to the City's General Plan MEIR (SCH 2014042081), certified in March 2019. Mitigation Measures from the General Plan MEIR will be applied to the project as applicable. Additional project-specific mitigation measures will be applied as required and listed with the applicable mitigation measures from the MEIR in a Mitigation Monitoring and Reporting Program (MMRP).

Surrounding land uses and setting (briefly describe the project's surroundings):

North: SP Zone as part of the Village One Specific Plan, rural residential uses, orchards.

South: Low Density Residential (R-1) Zone, single-family residential uses and Planned Development Zone P-D(359), mobile home park; MID Lateral No. 3 canal and E. Briggsmore Avenue, a four-lane Class-B Expressway with posted speed limit of 45 MPH.

East: County Unincorporated Area; Agricultural and Rural Residential Uses, East Side Mosquito Abatement District facility and airstrip; Burlington Northern Santa Fe Railroad, Modesto Amtrak Train Station.

West: SP Zone as part of the Village One Specific Plan, single-family residential uses, Claus Road (currently a two-lane roadway with posted speed limit of 50 mph).

The amendment area is flat and currently in use as fruit tree and nut tree orchards, with one single-family residence located at 1740 Claus Road (APN 014-026-017). No Williamson Act

contracts are in place on the parcels of the amendment area. Current permitted uses for the amendment area is Business Park as provided by Chapter II of the Village One Specific Plan, adopted on October 6, 1990 by City Council Resolution No. 90-828A.

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):

None.

List of Attachments:

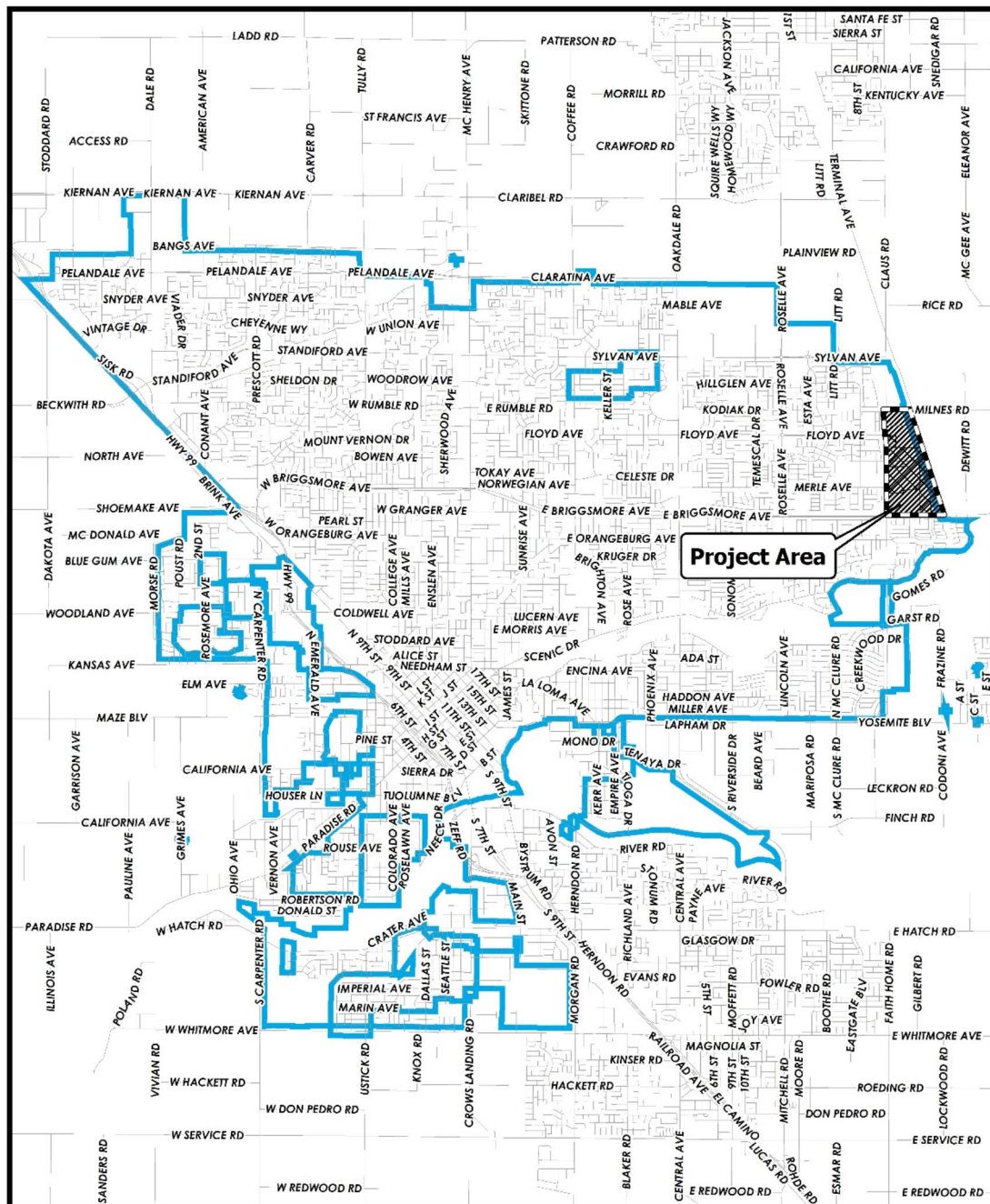
Attachment A: Fehr and Peers November 2023 Traffic Study

Attachment B: Illingworth & Rodkin, Inc. September 2022 Noise and Vibration Study

Attachment C: Illingworth & Rodkin, Inc. December 2022 Response to Comments Letter

Attachment D: Moore Biological Consultants, December 2022 Special Status Species Review

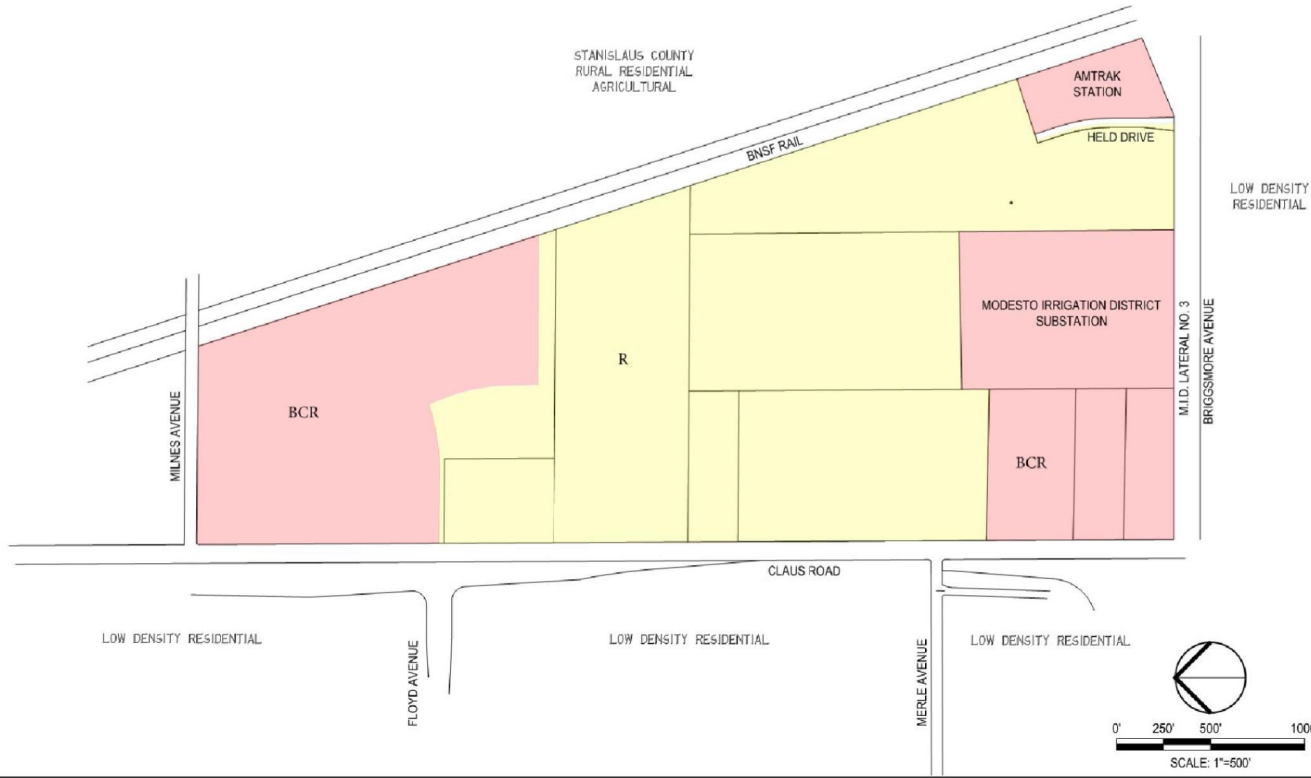
Attachment E: Mitigation Monitoring and Reporting Program, The Crossings



\\p2p001\p2020 Modesto Coverage\Residential Use\Project\Plans and Graphics\Utilities\22020-08- LAND USE AMENDMENT.dwg --- 06/27/23

LEGEND:

- RESIDENTIAL
- BUSINESS, COMMERCIAL, RESIDENTIAL



3426 Brookside Road
Stockton, California 95210
209-945-2021
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- CIVIL
- STRUCTURAL
- LANDSCAPE ARCHITECTURE
- SURVEYING
- PLANNING
- ATHLETIC FACILITY DESIGN

REVISIONS
No. Date Description

PROJECT

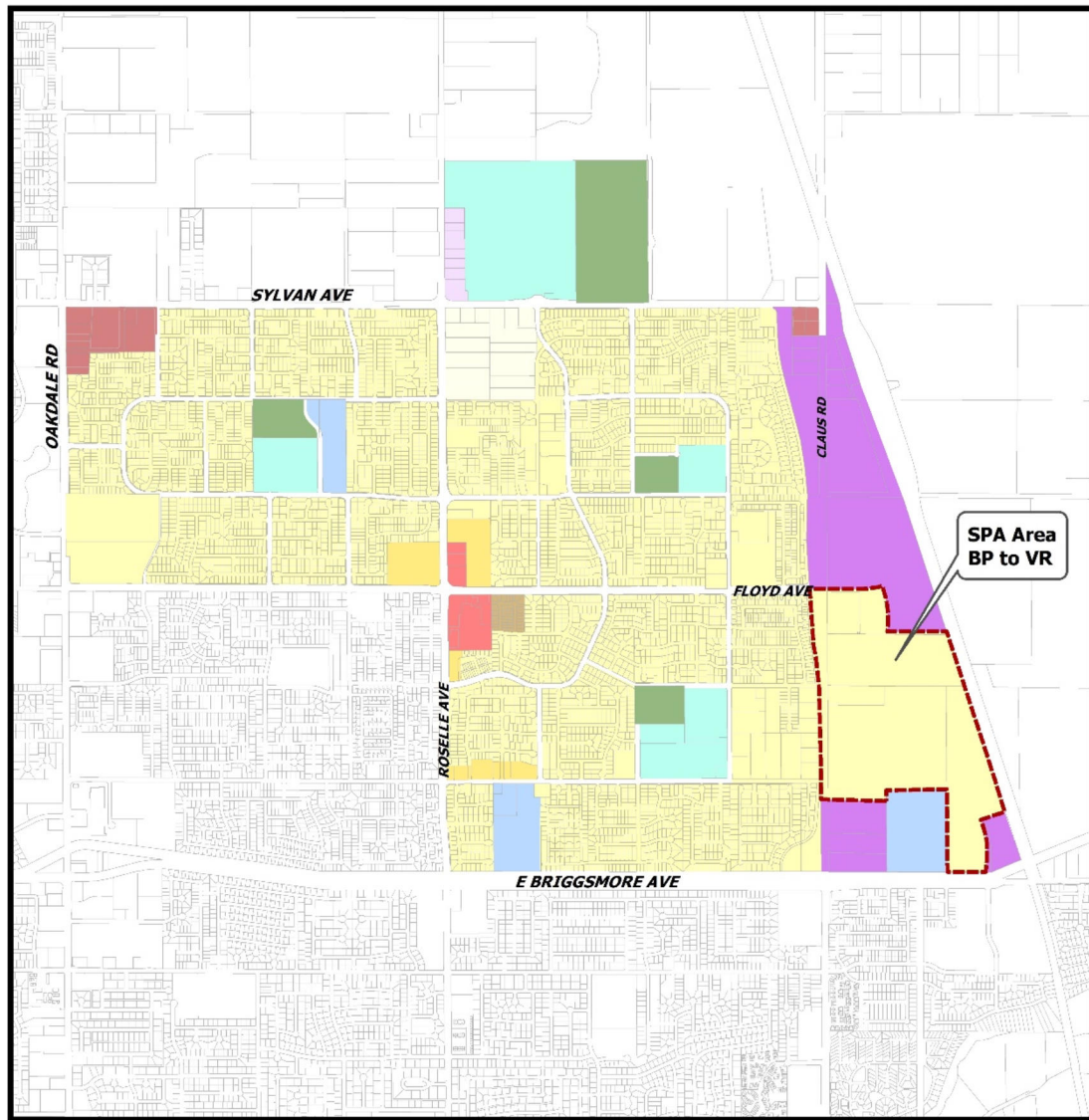
VILLAGE ONE
PRECISE PLAN
AREA 35

SHEET TITLE

GENERAL PLAN
LAND USE

Proj Mgr: KJG
Drawn by: SRS
Date: 03/22/2023
Job No: 22020
SHEET: 1 OF 1

**PROPOSED GENERAL PLAN
LAND USE DIAGRAM AMENDMENT
BCR TO R**

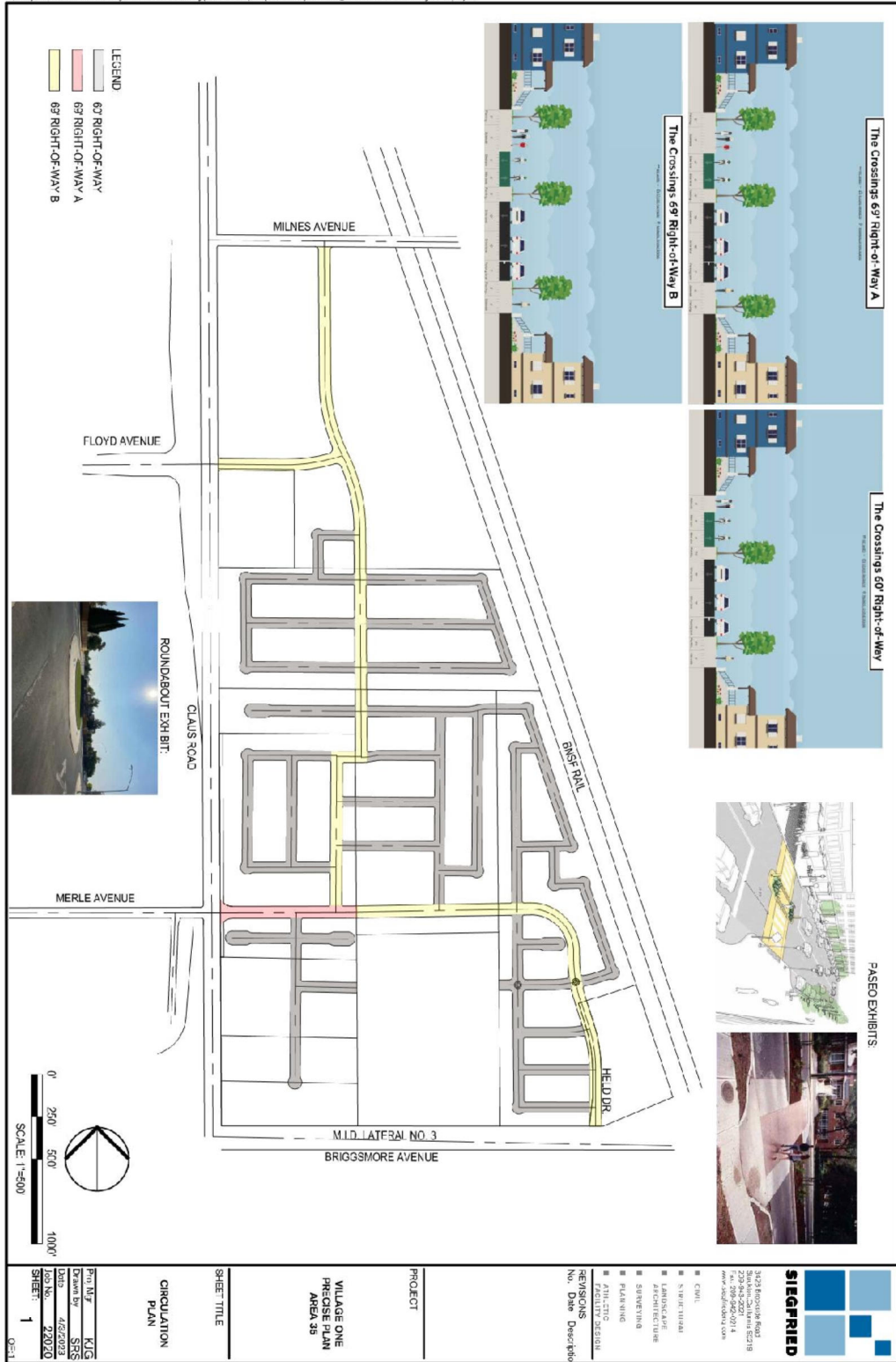


**Village One Specific Plan
Land Use Diagram**

- | | |
|---------------------------|------------------------------|
| Office | Very Low Density Residential |
| Business Park | Village Residential |
| Village Commercial Center | Multi-Family Residential |
| General Commercial | Senior Housing |
| Community Facilities | Public Park |
| School | |



**VILLAGE ONE SPECIFIC PLAN
PROPOSED LAND USE DIAGRAM AMENDMENT
BUSINESS PARK (BP) TO VILLAGE RESIDENTIAL (VR)**



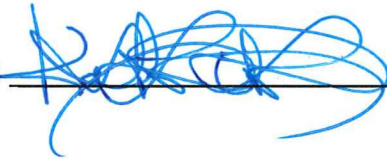
PRECISE PLAN NO. 35 PROPOSED CIRCULATION PLAN

DETERMINATION:

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required

Signature: _____



Date: November 13,
2023

Printed Name: __Katharine Martin

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The site is flat with current use as orchards with some rural residential and church uses, with some views of the Sierra Nevada foothills and orchards to the east of the site. The impact of the proposed project is less than significant.
- b) There are no state scenic highways within or in the vicinity of the amendment area. There is no impact. No mitigation is required.
- c) The amendment area is primarily undeveloped land within the City of Modesto Sphere of Influence and Planned Urbanizing Area (PUA), as part of the Village One Specific Plan, adopted on October 16, 1990 and subsequently updated. Development that would be facilitated by the General Plan and Specific Plan amendments would be similar to the low and medium-density residential development in the vicinity of the amendment area. No impact would occur with visual character or quality of the site and surroundings.
- d) The amendment area is predominately undeveloped and currently utilized for almond orchards, but is expected to be developed with a mixture of commercial and residential uses which would create new sources of light that is consistent with urban development. Impacts would be less than significant with existing development standards for light fixtures applied to subsequent projects, such as shielding lights.

Resource: Refer to pages V-19-1 to V-19-7 of the Modesto Urban Area General Plan (MEIR), approved earlier (SCH 2014042081).

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES:

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The amendment area is primarily in use as almond orchards with some rural residential uses and a church. As of data available from the California Department of Conservation as of 2018, the project area is categorized by the FMMP as primarily Unique Farmland with small portions categorized as Vacant and Disturbed area and Urban Area, and 15 acres designated as Prime Farmland. On April 9, 2013 by Resolution No. 2013-129, the City Council adopted a policy to exempt from agricultural mitigation requirements all land area within the current City limits, including the Village One Specific Plan area. Therefore, no mitigation is required as the impact is less than significant.
- b) There are no Williamson Act contracts on the parcels of the amendment area. No impact.
- c) There is no forest or timberland within the amendment area. No impact.
- d) See item C above.
- e) See item A, B and C above.

Resource: Pages V-4-1 to V-4-13 of the MEIR.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The project would not obstruct implementation of an applicable air quality plan.
- b) The project was referred to the San Joaquin Valley Air Pollution Control District (SJAPC), who indicated concerns that construction activities and/or operation of the project may exceed significance thresholds; however, development would adhere to applicable mitigation measures from the General Plan's Master EIR with regards to construction equipment emissions and screening of potential impacts to nearby sensitive receptors (nearby commercial and residential uses), reducing impacts to less than significant with mitigation measures from the General Plan Master EIR applied.
- c) Impacts to air quality would be associated with vehicle emissions, construction activities and on-site residential sources such as landscape maintenance and barbecues. As identified in the City's General Plan MEIR, subsequent development would be consistent with assumptions for land use in the Residential land use of the City's General Plan, and would be subject to all air quality policies of the City. Mitigation measures related to construction activities from the MEIR would be applied to any subsequent development. Less than significant impact.
- d) The nearest sensitive receptors are residential areas approximately 500 feet to the west, two rural residential homes and a church that are within the project area, an existing commercial landscape nursery to the south of the amendment area. Subsequent construction activities within the amendment area could potentially include the application of architectural coatings and asphalt paving material that could generate local temporary odors. The use of diesel-powered construction equipment could also generate localized odors. Any future construction activities would be mitigated as called for by the MEIR. Less than significant impact.
- e) See item D, above.

Resource: See pages V-2-1 through V-2-43 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES: Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ☐ ☒ ☐ ☐

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The amendment area is not a biologically sensitive site as defined by Figure V-7-1 of the MEIR. The California Department of Fish and Wildlife and the US Fish and Wildlife Service were consulted in the production of the MEIR.

The general area is within proximity of nesting sites for Swainsons' Hawks and Burrowing Owls have been known to be located within the Village One Specific Plan area. However, a special status species review provided by the applicant (Moore Biological Consultants, October 3, 2022 (Appendix A)) concluded that the incidence of the two species in the project area was unlikely, due to poor foraging habitat, and lack of found examples in a survey conducted at the site. Implementation of the mitigation measures (j) and (k) in Table V-7-1 of the MEIR would reduce impacts to both species to less than significant levels.

- b) See Item A above.
- c) The site does not qualify as a federally protected wetland per Section 404 of the Clean Water Act.
- d) The amendment area is primarily flat land utilized as almond tree orchards. Burrowing Owls are known to have been located within the Village One Specific Plan area. Any subsequent development would be required to implement mitigation measures from the MEIR to reduce impacts to less-than-significant levels.
- e) There would be no conflict with any local policies or ordinance protecting biological resources. The City does not have a heritage tree ordinance.
- f) There would be no conflict with any habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat conservation plan.

Resource: See pages V-7-1 through V-7-39 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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V. CULTURAL RESOURCES: Would the project:

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The project is consistent with the historical resource policies of the General Plan.
- b) The project would be consistent with the archaeological resource policies in the General Plan. The project was referred to local Native American Tribes for consultation, who did not indicate concerns with the proposed amendments.
- c) The proposed amendments would not result in impact to a unique paleontological or unique geological feature. The area is flat land historically utilized as pasture and currently planted in nut tree orchards, with no known paleontological or geological features.
- d) There are no known human remains in the amendment area.

Resource: See pages V-8-1 through V-8-34 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion

- a) The amendment area is level and comprised of loam and sandy loam soils. The area is not located near a seismic zone and would not be susceptible to liquefaction or landslide.
- b) The amendment would not result in substantial soil erosion.
- c) The site is not located on a geologic unit or soil that is unstable or would become unstable as a result of subsequent development.
- d) The soils at the site are predominately sandy loam soils, not expansive soils. The City's Urban Area General Plan MEIR found that there is low exposure to expansive soils and any exposure can be reasonably controlled by the adopted Uniform Building Code.
- e) Future development at the site will utilize the City's sewer system for the disposal of waste water.

Resource: See pages V-17-1 through V-17-14 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS: Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) Generation of greenhouse gases would predominately occur with vehicle traffic. Previous assumptions for development of the area were for Business Park, Multi-Family Residential and/or Commercial uses.

As proposed, the Crossings project would have two access points: Claus Road at Merle Avenue and Briggsmore Avenue at Held Drive.

A Traffic study provided by Fehr and Peers (November 2023, Attachment A) concludes that the project as proposed would not result in new deficiencies at Briggsmore/Held with installation of a roundabout for intersection control, and a roundabout or signalized intersection for Claus/Merle if Claus Road is downgraded to a Principal Arterial Street.

Under the General Plan's model for daily trip rates for single-family residential uses, fewer trips would be generated if the amendment area develops with low-density residential uses. Therefore, with mitigation measures applied, impacts would be less than significant.

- b) The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses.

Resource: See pages V-2-38 through V-2-43 of the MEIR, and Fehr and Peers November 2023 Traffic Study, Attachment A.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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VIII. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The proposed amendments would allow for residential uses including low-density residential uses. Any impacts would be related to development of the amendment area. Upon development as a result of the amendments, subsequent projects would be subject to compliance with all applicable federal, state and local regulations pertaining to the handling, storage, disposal and transport of toxic or hazardous materials or wastes.
- b) See item A above.
- c) See item A above.
- d) The amendment area is not on the list of hazardous materials sites.
- e) The amendment area is more than six miles away from the nearest airport.
- f) The amendment area is approximately two hundred feet away from an airstrip that is part of the service facility of the East Side Mosquito Abatement District. The airstrip is used for a single prop-airplane used for mosquito-control spraying. The project was referred to the district, who did not indicate concerns with the project.
- g) The proposed amendment would not interfere with an emergency access plan or evacuation plan. Residential development would be subject to review by Modesto Police and Fire regarding emergency access.
- h) No forest or wildland is in the vicinity of the amendment area.

Resource: See pages V-16-1 through V-16-15 of the MEIR.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The proposed amendments to the General Plan land use diagram and Village One Specific Plan land use diagram would not cause a violation of any standards. Residential development to occur as a result of the amendments would be required by the City and state regulations to comply with water quality standards and waste discharge requirements.
- b) The proposed amendments would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Subsequent development will be required to incorporate on-site storm water handling and drainage as provided by City Standards and the Village One Specific Plan.
- c) The amendments would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial surface runoff, erosion or siltation. There are no streams within or in the vicinity of the amendment area. The nearest river is Dry Creek approximately 0.5 miles away to the south.
- d) See item C above.
- e) New development as a result of the land use amendments would be required to treat and retain stormwater as required by City standards, and would therefore not be expected to result in substantial runoff.
- f) See items B through E above.
- g) The amendment area is not located within a 100-year floodplain or a 200-year floodplain.
- h) See item G above.
- i) See item G above.
- j) The City is not subject to impacts as a result of seiche or tsunami. The City is inland approximately 90 miles from the Pacific Ocean and has no large water bodies within its jurisdiction or nearby. The amendment area is flat land and is not subject to mudslides.

Resource: See pages V-9-1 through V-9-13 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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X. LAND USE AND PLANNING: Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ☐ ☐ ☐ ☒

Discussion

- a) The proposal would not physically divide an established community.
- b) Regulations of the City of Modesto and development policies of the Village One Specific Plan (as amended) would be applicable to any subsequent development at the site. The proposed amendment to the General Plan and Specific Plan would allow for residential uses within the amendment area. Less than significant impact.
- c) The amendment would not conflict with any applicable habitat conservation plans or natural community conservation plans. The City currently does not have habitat conservation plans in place.

Resource: V-20-1 through V-20-14 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XI. 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? ☐ ☐ ☐ ☒
- 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? ☐ ☐ ☐ ☒

Discussion

- a) The amendment area is currently planted in nut tree orchards and has no known mineral resources.
- b) The amendment area is not identified on any plan as being a location with mineral resources.

Resource: See pages V-17-1 through V-17-14 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XII. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The amendment area is adjacent to Claus Road to the west and the Burlington Northern Santa Fe railroad to the east. Claus Road is currently a two-lane county road with travel speeds in excess of 55 MPH and is also currently designated as a future six-lane expressway in the City's General Plan.

The Noise Element of the General Plan found that decibel levels along the Claus Road frontage between Floyd Avenue and Orangeburg Avenue are at 73Ldn and up to 77Ldn with implementation of development per the General Plan, as measured at 75-feet from the centerline of the street. The applicant has provided a noise and vibration analysis (Illingworth and Rodkin Acoustics-Air Quality (September 2022, Attachment B and letter Attachment C). The applicant has included with the Precise Plan document a Wall Plan that provides for a seven-foot high soundwall along the Claus Road frontage, a nine-foot soundwall along the BNSF Railroad to the east. Impacts, with the mitigation measures of soundwalls and structural acoustical treatment, would be less than significant.

- b) The proposal involves the development of new single-family residential uses which would not be expected to generate excessive ground borne vibration or groundborne noise levels.

However, the project area is adjacent to Claus Road and the Burlington Northern Santa Fe (BNSF) railroad. Homes within 200 feet of the rail line would potentially experience vibration generated by passing trains, and there would be vibration from passing traffic from Claus Road.

The applicant has provided a noise and vibration analysis by Illingworth & Rodkin, Inc. Acoustics-Air Quality (September 2022, Attachment B and letter Attachment C). The study found that without mitigation measures applied, the vibration levels from passing traffic on Claus would be 75 VdB or less, and that ground borne vibration from passing train traffic would at the same levels. Application of mitigation measures for sound walls and structural acoustical treatment for homes within 200 feet of the railway would reduce impacts to a less than significant level.

- c) Subsequent development as a result of the land use amendments would generate a temporary increase in ambient noise as a result of construction processes, but at a less than significant level.
- d) See Item C above.
- e) The amendment area is more than three miles away from the nearest public airport. There would be no impact. No mitigation is necessary.
- f) The amendment area is within 75-feet of an airstrip operated by the East Side Mosquito Abatement District, which operates a single prop-engine airplane used for mosquito control spraying. The noise level of the facility's operation is not expected to expose new residents to excessive noise levels. Therefore, impacts would be less than significant.

Resource: See pages V-3-1 through V-3-46 of the MEIR, and Illingworth & Rodkin, Inc. Noise Study (Attachment B) and letter (Attachment C).

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING: Would the project:

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|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion

- a) The proposed amendments and associated 84-acre Vesting Tentative Subdivision Map would provide for 527 single-family residential lots, a density of approximately seven units per acre. The development would add much needed dwelling units to the housing stock of the City of Modesto and contribute to its Regional Housing Needs Allocation (RHNA) of the Housing Element.
- b) The amendment area is currently in use as almond tree orchards. One existing residence would be demolished to facilitate new residential development in the area.
- c) See item B above.

Resource: See pages V-20-1 through V-20-14 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Fire protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Police protection?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Schools?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Parks?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Other public facilities?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion

- a) New residential development as a result of the proposed General Plan and Specific Plan land use amendments would increase demand for police and fire services to the use, but subsequent development will be expected to pay into Community Facilities Districts (CFDs) and pay associated Capital Facilities Fees (CFF) at the time of building permit issuance, to mitigate the impact to less than significant. The police and fire departments indicated no concerns with the project. The nearest fire station is Station No. 11 at 4225 Carver Road, 1.2 miles to the east.

New residential development as a result of the amendments would increase demand for public school services, and any subsequent development would pay school impact fees at the time of building permit issuance.

Any subsequent development will be required to pay CFF for their fair share contribution towards the development and maintenance of parks in the vicinity to the site, in addition to paying into a Community Finance District (CFD) to cover the maintenance of the Specific Plan's amenities. The Vesting Tentative Subdivision Map provides for a 4-acre dual-use storm basin/park and several small park/landscape lots throughout the subdivision that would be maintained by a new CFD.

Section VI.H.12 of the General Plan directs that new neighborhood parks have a minimum sizing of seven acres. As the project proposes a smaller park, the project would require a General Plan amendment to the policy to allow for more flexibility in the sizing of a new Neighborhood Park.

The nearest established parks to the area are Freedom Park approximately 0.50 miles away to the west, and Mary Grogan Community Park 1.75 miles to the northwest.

Resource: See pages V-14-1 through V-14-8 (Fire Services), V-13-1 through V-13-7 (Police Services), V-12-1 through V-12-8 (Schools), and V-11-1 through V-11-10 (Parks) of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XV. RECREATION:

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion

- a) The proposed amendments and tentative subdivision map would allow for new residential development which would potentially increase the use of existing parks in the vicinity of the amendment area, but not at a level that would cause substantial physical deterioration of the facilities. Any subsequent development would be required to pay Capital Facilities Fees (CFF) for its fair share contribution towards the development of any new parks. Less than significant impact.
- b) The tentative subdivision map includes the provision of a four-acre dual-use storm basin/park and several small parks/landscape areas, but these would not have a significant adverse physical effect on the environment.

Resource: See pages V-11-1 through V-11-10 (Parks) of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

☐☐☒☐

Discussion

- a) Currently, Claus Road and East Briggsmore Avenue are classified in the General Plan's Circulation Element as Expressways. General Plan policy disallows direct connection of a residential development to an Expressway. The project proposes the downgrade of Claus Road from its current designation of a six-lane Expressway to a four-lane Principal Arterial Street, for the segment between Sylvan Avenue and East Briggsmore Avenue, and the downgrade of East Briggsmore Avenue from an Expressway to a four-lane Principal Arterial street for the segment between Claus Road and the BNSF railroad crossing. If a GPA to downgrade the classification of both roadway segments is approved by the City Council, the intersection control of either a two-lane roundabout or signalized intersection would result in an LOS of C or better for Claus Road/Merle Ave., and for the intersection of Briggsmore Avenue and Held Drive, installation of a roundabout would result in an LOS of B or better. With these intersection controls as mitigation, the impact is less than significant.
- b) See Item A above.
- c) The amendment area is not within the vicinity of a public airport, but the airstrip of the East Side Mosquito Abatement District, which utilizes a single prop-engine airplane for mosquito control spraying, is located approximately 75-feet away from the east boundary of the site. The project is not expected to cause any impact to the airstrip nor cause a change in air traffic pattern.
- d) The project, if approved with a General Plan amendment to the Circulation Plan to downgrade Claus Road and East Briggsmore Avenue to four-lane Principal Arterial streets, would require construction of roundabouts at the intersections of Claus Road/Merle Avenue and East Briggsmore/Held Drive. The roundabout at Claus/Merle would include an enhanced crosswalk feature to provide safer pedestrian crossings from the project area to schools and parks to the west of Claus Road. With these mitigation measures, the impact is less than significant.
- e) The proposed amendments would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- f) The Fire Department reviewed the proposed amendment and did not identify any issues with emergency access.
- g) The project would not conflict with policies regarding public transit, bicycle or pedestrian facilities.

Resources: See pages V-1-1 through V-1-46 of the MEIR and Fehr and Peers November 2023 Traffic Study (Attachment A)

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS:

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The amendments and residential development would not exceed treatment requirements of an applicable water quality control board.
- b) The proposal would not result in the construction of new water or wastewater treatment facilities. The proposal was referred to the City's Land Development Engineering Department and the Public Works Department, who indicated no concerns with the amendments and residential development.
- c) The project will provide for storm water handling and treatment with the installation of a new dual-use park/basin and new underground storm mains as required by City Standards. Projects would also comply with the City's Stormwater Management Program, Guidance Manual for New Development.
- d) There are sufficient water supplies to serve the project area.
- e) The City has sufficient wastewater capacity to serve the project area.
- f) Solid waste service is handled by the Gilton Solid Waste Management company, who indicated ability to serve the area at the time of the Specific Plan's adoption.
- g) New development will be required to comply with statutes and regulations related to solid waste.

Resources: See pages V-5-1 through V-5-24 (water) and V-6-1 through V-6-13 of the MEIR.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) As discussed in Section IV: Biological Resources, development at the site as a result of the land use amendments would not substantially impact wildlife habitat with mitigation measures applied.
- b) As discussed in Section III: Air Quality, Section VII: Greenhouse Gases, Section XII: Noise, and Section XVI: Transportation and Traffic, the proposed land use amendments would result in the development of single-family residential uses in an area originally designated for Business Park, Commercial and Medium-High Density Residential uses. Generation of greenhouse gases would predominately occur with vehicle traffic, but not at levels that would exceed those assumed by the MEIR for low density residential uses. Potential impacts to traffic circulation, noise, greenhouse gasses and air quality would result from the project, but at levels less than significant with the application of mitigation measures from the MEIR and project-level mitigation measures for new intersection controls and sound attenuation.

As discussed in Section XIV: Public Services, above, new residential development as a result of the amendments would increase demand for public school services and parks, but not at a level that would cause substantial impacts to those facilities. Any subsequent development would pay school impact fees, and Capital Facilities Fees (CFF) for their fair share contribution towards the development and maintenance of schools and parks in the vicinity to the site.

- c) This document identifies that the proposed amendments and residential development would have some cumulative environmental impact, but not at significant levels with the application of mitigation measures upon the onset of development. Therefore, impacts that may result from the proposed amendments to the General Plan and Village One Specific Plan are less than significant with mitigation measures applied.

Mitigation Measures to be applied to the project shall be outlined in a Mitigation Monitoring and Reporting Program (MMRP), attached with this Mitigated Negative Declaration (Attachment E).