
SECTION 7: EFFECTS FOUND NOT TO BE SIGNIFICANT

7.1 - Introduction

This section is based on the Notice of Preparation (NOP), dated July 24, 2007, contained in Appendix A, and the analyses in Sections 4.1 through 4.16 in this DEIR. In the course of this evaluation, certain impacts were found to be less than significant because the Proposed Project's scope could 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 DEIR preparation process. Note that a number of impacts that are found to be less than significant are addressed in the various DEIR topical sections (Sections 4.1 through 4.14), to provide more comprehensive discussion of why impacts are less than significant in order to better inform decision makers and the public.

7.2 - Effects Found Not To Be Significant

7.2.1 - Agriculture Resources

Loss of Important Farmland

The project site is not mapped or designated as Important Farmland, nor does it contain any active farmland or agricultural operations. Therefore, the site would not cause the loss of any Important Farmland or convert Important Farmland to non-agricultural use. No impacts would occur.

Conflicts With Williamson Act Contracts or Agricultural Zoning

The project site does not contain agricultural uses and, therefore, is not eligible for a Williamson Act contract. Therefore, no conflicts with a Williamson Act contract would occur. The property is zoned for a residential specific plan, and the surrounding land is designated for public facilities (either open space or flood control), so there are no conflicts with agricultural zoning. No impacts would occur.

Conversion of Neighboring Farmland to Non-Agricultural Use

No farmland is present on the project site. This precludes the possibility of the Proposed Project contributing to the conversion of neighboring farmland to non-agricultural use. No impacts would occur.

7.2.2 - Biological Resources

Habitat Conservation Plans

The project site is not located within the boundaries of any adopted Habitat Conservation Plan or Natural Community Conservation Plan. This condition precludes the possibility of adverse impacts resulting from implementation of the Proposed Project. Therefore, no impacts would occur.

7.2.3 - Geology, Soils, and Seismicity

Septic and Alternative Wastewater Disposal Systems

The Proposed Project would connect to the City of San Bernardino sewer system. This condition precludes the use of septic or alternative wastewater systems. Therefore, no impacts would occur.

7.2.4 - Hazards and Hazardous Materials

Aviation Hazards

The nearest airport, San Bernardino International Airport, is located approximately 6 miles southeast of the project site. Therefore, the Proposed Project would not expose persons residing or working in the project area to hazards associated with public airports. No impacts would occur.

However the western boundary of the proposed project site abuts the Andy Jackson Airpark, which is a facility used for hang gliding. As shown in Section 4.6 (Hazards and Hazardous Materials), Exhibit 4.6-1 illustrate the Andy Jackson Airpark hang gliding final approach line in comparison to the UHSP. Although the proposed UHSP is adjacent to the Andy Jackson Airpark, the final approach line will be over 200 feet of open space (from the project boundary line to proposed residential units) and will therefore not affect residences of the UHSP or users of the airpark. Therefore, impacts will be **less than significant** in this regard.

7.2.5 - Hydrology and Water Quality

Groundwater

100-Year Flood Hazards

The Proposed Project site is not located within a 100-year flood plain or flood designation, thus the project site is not subject to a 100-year flood hazard. As such, the Proposed Project would not expose persons or structures to 100-year flood hazards. Therefore, no impacts would occur.

Levee or Dam Failure

The project site is not downstream of any levees or dams. This condition precludes the possibility of the project site being inundated by flooding from levee or dam failure. Therefore, no impacts would occur.

Seiche, Tsunami, or Mudflow Hazards

The project site does not contain nor is located near any large inland bodies of water that may be susceptible to a seiche. The project site is located more than 50 miles from the Pacific Ocean and, therefore, is not prone to tsunami hazards. There are no active volcanoes or other volcanic features with several hundred miles; therefore, the project site would not be subject to mudflow inundation. Therefore, no impacts would occur.

7.2.6 - Land Use

Habitat Conservation Plans

The project site is not located within the boundaries of any adopted HCP or NCCP. This condition precludes the possibility of adverse impacts resulting from implementation of the Proposed Project. Therefore, no impacts would occur.

7.2.7 - Mineral Resources

Loss of Important Mineral Resources

No mineral extraction activities occur on the project site, nor are any known significant mineral deposits present on the project site. Therefore, no impacts would occur.

7.2.8 - Noise

Aviation Noise

The project site is not within the boundaries of an Airport Land Use Plan, nor is it within 2 miles of a public airport. The nearest airport, San Bernardino International Airport, is located approximately 6 miles southeast of the project site. This distance precludes the possibility of the Proposed Project exposing persons to excessive aviation noise levels. Therefore, no impacts would occur.

7.2.9 - Population and Housing

Displacement of Housing

There is no occupied housing on the project site (i.e., one abandoned house structure); therefore, no housing would be displaced, and no replacement housing would need to be constructed elsewhere. No impacts would occur.

Displacement of People

No people reside on the project site; therefore, no people would be displaced, and no replacement housing would need to be constructed elsewhere. Therefore, no impacts would occur.

7.2.10 - Transportation

Air Traffic Patterns

The nearest airport, San Bernardino International Airport, is located approximately 6 miles southeast of the project site. This distance precludes the possibility of the Proposed Project changing air traffic patterns or creating a hazard to aviation. No impacts would occur.

