

Chapter I

Executive Summary

A. INTRODUCTION

The City of Modesto is located in Stanislaus County (County) in the northern San Joaquin Valley. Modesto is located on State Highway 99 (SR99), one of two (Interstate 5) north-south freeways through central California. The Tuolumne River and Dry Creek are the two most significant waterways that exist through Modesto (the Stanislaus River comprises a portion of the northern planning area boundary). This Chapter provides a summary of information about the master environmental impact report (Master EIR), as well as the impact mitigating policies and alternatives discussed in the Master EIR.

B. PURPOSE OF THIS ENVIRONMENTAL IMPACT REPORT

This document is a Master EIR that examines the potential environmental effects of the *City of Modesto Urban Area General Plan* (UAGP). As provided under the State CEQA Guidelines, a Master EIR is intended to streamline the analyses of subsequent individual projects proposed after adoption of – and included within the parameters of – the UAGP by allowing a “statement of overriding considerations” and mitigating policies adopted for the Master EIR to apply to those subsequent projects. The Master EIR may relieve the need to analyze cumulative and growth-inducing impacts of subsequent individual projects, a need which could result in additional cost and time to complete CEQA the required analyses.

An Initial Study / Finding of Conformance would be prepared for subsequent projects to document that they are within the scope of the certified Master EIR, and to determine whether additional environmental documentation would be needed as a result of newly-identified project-specific environmental effects. The Master EIR would be the foundation for “Focused EIRs” and mitigated negative declarations prepared for subsequent projects that could have project-specific significant effects not analyzed in the Master EIR, and/or that would require new mitigation measures or analysis of alternatives.

Modesto first certified its Master EIR in 1995 along with the adoption of the UAGP. PRC Section 21157.6 provides that in order to continue using the Master EIR as a basis for project approvals, the City must periodically, but not less frequently than once every five (5) years, review the adequacy of the Master EIR and either: (1) find that no substantial changes have occurred with respect to the circumstances under which the Master EIR was certified, and that no new information, which was not known and could not have been known at the time the Master EIR was certified, has since become available; or, (2) certify a subsequent or supplemental EIR which is then incorporated into the previously-certified Master EIR. The City has incorporated new analyses into the original Master EIR six (6) times, most recently in 2008. These periodic updates ensure that the Master EIR remains in compliance.

Whereas the 1995 Master EIR analyzed a “Preferred Alternative” of about 467,000 population along with other land use alternatives, the 1995 General Plan adopted by the Modesto City Council was reduced from the Preferred Alternative to a plan area of an estimated 442,000 population. The 2002 General Plan Master EIR Update further refined the analysis of the adopted planning area by applying the estimated persons per household from the 2000 Census (2.86 persons) and factors used in the Traffic Model so that planning area buildout calculations resulted in an estimated ultimate population of about 400,000.

The General Plan amendment and Master EIR adopted and certified in 2008 further refined the estimate of the population at UAGP buildout. Based on reasonable assumptions about land use designations and the rate of growth, the future population within the adopted planning area was estimated to be 428,300. This population level was assumed to be reached at some time after the 2025 planning horizon.

Regarding the proposed project analyzed within this Master EIR update, the future population figure for the planning area at some point after the 2040 UAGP horizon year would be approximately 390,000. This figure is consistent with the traffic analysis contained herein, which served as the basis for much of the analyses associated with air quality and noise.

1. California Environmental Quality Act Requirements

The contents and use of Master EIRs are prescribed by the CEQA and the State CEQA Guidelines (Section 21000 et seq., Title, 14, Chapter 3, California Code of Regulations). Public Resources Code (PRC) Section 21156 states, with regard to Master EIRs:

It is the intent of the Legislature in enacting this chapter that a master environmental impact report shall evaluate the cumulative impacts, growth inducing impacts, and irreversible significant effects on the environment of subsequent projects to the greatest extent feasible. The Legislature further intends that the environmental review of subsequent projects be substantially reduced to the extent that the projects impacts have been reviewed and appropriate mitigation measures are set forth in a certified master environmental impact report.

2. Modesto's Master Environmental Impact Report

With regard to the proposed Project (UAGP amendment) that is the subject of this Master EIR's analyses, the updated Master EIR will accomplish and/or provide for the following:

- a. Maintain the adequacy of the Master EIR so that it may continue to be used as the basis for considering projects that are within its scope (PRC Section 21157 et seq.). Projects determined to be within the scope of the Master EIR would not require further environmental analysis beyond the Initial Study resulting in a Finding of Conformance (FoC) by the City. FoCs would follow the preparation of an Initial Study (IS), pursuant to the Master EIR statute. The IS may include supplemental environmental considerations such as traffic impact studies, for example.
- b. Maintain the adequacy of the Master EIR so that it may be used as the foundation for subsequent Focused EIRs and MNDs on individual projects. The Master EIR helps to focus these analyses on the additional significant effects at hand.
- c. Include revised and updated policies addressing changes that have occurred since 2008. These policies result in avoidance or reduction of potential adverse environmental impacts.
- d. Rely on the "Initial Study / Finding of Conformance" that provides appropriate analysis of the environmental issues specific to the Modesto UAGP area. The Initial Study would be used to extensively document conformance of all "anticipated subsequent projects" with the analysis and mitigation measures contained in the Master EIR.
- e. Adopt certain "thresholds of significance," as authorized by Section 15064.7 of the CEQA Guidelines, which would form the analytical basis of the Initial Study process under the Master EIR.

C. PROJECT DESCRIPTION

The UAGP was last comprehensively updated in 1995, when the UAGP and a Master EIR were adopted as cohesive planning and environmental mitigation documents. Since 1995, more than 20 UAGP Amendments (GPAs) have been adopted – along with updates to the Master EIR when necessary. A new Master EIR was most recently adopted in 2008.

The current UAGP Amendment, which is the proposed project for CEQA purposes, responds to changes in federal, state, and local laws and policies that have occurred since the General Plan was adopted by the Modesto City Council in 1995 and subsequently amended. Although it would not be a comprehensive update to the UAGP, significant changes to the land use and transportation elements are proposed. The horizon of the UAGP would be extended to 2040. The proposed General Plan amendment and Master EIR update would extend their collective useful life until a comprehensive update could be completed.

The UAGP housing element was updated and certified in 2016. It will not be amendment as part of the proposed Project. A new traffic model for the Modesto–Stanislaus County region has been prepared. The proposed Project analysis utilizes the new traffic model (supplemented with Modesto-specific development and trip-generation assumptions) and incorporates current utility master plans, as well as past changes to the UAGP. Other than changing the designations of selected roads and adding new facilities as needed, no substantial changes are proposed to the UAGP circulation diagram.

The majority of individual proposed changes to the UAGP include those related to land use designations, transportation facility designations and new / revised goals and policies that support implementation of those designation changes. Changes and compliance deadlines in state law (e.g. SB5, SB244, AB1358, AB32, SB375, etc.) are also addressed through the proposed project policy structure and exhibits. See Chapter III of this Master EIR for a complete project description.

1. Updates to the General Plan

a. Land Use Element

The proposed project contemplates revisions to the UAGP Land Use Diagram, including the introduction of new land use designations and changing boundaries or locations of existing designations. New and revised land use policies are also proposed, in order to allow the UAGP to better reflect the City’s long-term vision for growth and development, and to comply with applicable state law.

Plan Area Boundaries – No revisions to either the General Plan boundary or the Sphere-of-Influence boundary are proposed.

Land Use Classifications – Two new General Plan land use designations are reflected in the proposed project, and one land use designation would be eliminated. The Business-Commercial-Residential land use designation would provide opportunity for employment-intensive development in close proximity to housing and services. As a result of California law dissolving Redevelopment Agencies, the Redevelopment Planning District land use designation would be eliminated and replaced with the most appropriate alternative designation, on a site- / area- specific basis, including the introduction of the new Downtown land use designation.

b. Circulation Element

The UAGP amendment includes proposed revisions to transportation facility designations, and new policies to provide direction regarding anticipated issues and to comply with applicable state law.

Complete Streets (AB1358) – Proposed goals and policies would provide guidance toward providing the full range of transportation mode choice options for the traveling public: pedestrian & disabled, bicycle, auto, and transit.

Constrained Streets – For certain streets that are constrained from further widening due to existing development, right-of-way exactions may be limited to that necessary to close an existing gap in vehicle travel lane(s), bicycle facility, and/or curb-gutter-sidewalk.

Reduce VMT – New goal and policy language regarding gridded street networks, increased intersection density, and non-motorized access is intended to reduce per-capita vehicle miles traveled over time.

Corridor Studies – New policies are proposed that call for study of certain major transportation corridors for purposes of planning for both transportation and land use related improvements, in the context of future urban design vision.

Strategies – Travel mode-specific strategies are proposed for pedestrian, bicycle, transit, rail and streets. Each strategy includes a goal that is supported by policies.

Road system changes – In addition to traffic policy revisions, the following are known needed changes to the road network.

North County Corridor – The future North County Corridor is proposed consistent with the most current design alternatives, east of McHenry Avenue / SR108, generally along Claribel Avenue. As a result, the designation for Claribel Avenue would be changed from Expressway to Minor Arterial.

Principal Arterials – McHenry Avenue / SR108 (south of Granger Avenue), Yosemite Boulevard / SR132 (between “D” Street and El Vista Avenue), El Vista Avenue (between Scenic Drive and Yosemite Boulevard) and Crows Landing Road (south of 7th Street to the plan area boundary), would be changed from Principal Arterial to Minor Arterial.

Downtown Collectors – Downtown streets generally within the borders of Needham Street, Burney Street, Sierra Drive and Washington Street would be re-designated as Downtown Collector.

Freeways and Expressways – Revised locations and designations for freeways, expressways and interchanges are proposed as shown on Figure V-2 in General Plan Chapter V, Transportation.

Bicycle Circulation – A revised bicycle circulation plan is shown on Figure V-3 in General Plan Chapter V.

c. Other Amendments

The proposed UAGP Amendment also incorporates changes beyond those associated with land use and circulation as described above. Recently-adopted state legislation (e.g. SB5, SB244) requires certain changes to the UAGP. Similarly, to the extent that the City’s utility

master plans have been updated since the prior UAGP amendment was adopted, the proposed project should contain current, relevant and accurate information. Therefore, nearly all Chapters and Sections of the UAGP will be affected by the proposed project.

Biological and archaeological resource study areas – The proposed project revises the boundaries to better reflect biologically and archaeologically sensitive areas, and provide revised general biological mitigation measures.

Development in the 100-year and 200-year floodplains – The proposed project addresses restrictions on development within the 100-year and 200-year floodplains and incorporates the most recent 100-year Flood Insurance Rate Map information and 200-year “SB5” flood maps.

Archaeological and cultural resources – Policy updates related to archaeological, cultural, and historic resources are based on state law, including State CEQA Guidelines Section 15064.5. This includes adding and removing historic resources on the City’s list. The plan amendment process has included required consultations with Native American tribes pursuant to Senate Bill 18 and Assembly Bill 52.

Mitigation in the MEIR – Mitigation arising in the Master EIR would be included in the proposed UAGP amendment project as policies.

2. Objectives

The primary purposes of the proposed project (i.e., the UAGP amendment) are to revise the land use diagram and designations provide a more sustainable growth pattern, amend the roadway network to better facilitate multi-modal transportation and update the Master EIR to allow subsequent projects to rely upon its environmental analysis. Project objectives are as follows:

- Comply with new State and Federal laws;
- Increase acreage for Business Park and related revenue-generating and jobs-producing land use types within the Sphere-of-Influence to promote economic development;
- Provide improved transportation alternatives, including transit, bicycle & pedestrian facilities;
- Facilitate an improved mix of land uses to reduce vehicle miles traveled by locating residential land uses close to employment, retail and services;
- Promote infill development;
- Provide framework for intensified development in Modesto’s downtown area;
- Align Modesto’s land use and transportation goals and policies;
- Establish a realistic set of assumptions for infrastructure needs and funding;
- Facilitate complete, safe and walkable neighborhoods;
- Provide for a variety of transportation options;
- Promote equitable, affordable housing;
- Support existing neighborhoods / communities; and,
- Maintain the 1995 General Plan and Sphere-of-Influence boundaries (for purposes of defining the proposed project to be analyzed under CEQA).

3. Description of the Urban Area General Plan Amendment

The proposed UAGP amendment comprises the goals and policies that would guide the City's land use decisions through 2040. The proposed UAGP would establish three (3) policy areas: 1. the Downtown Area, where significant levels of new development are expected to occur in accordance with the Downtown Zones; 2. the Baseline Developed Area, which is expected to grow via infill and increased density / intensity; and, 3. the Planned Urbanizing Area, which is expected to accommodate most of the City's future growth, in accordance with Specific Plans adopted in advance of new development (see Figure II-1, Growth Strategy Diagram). The overall UAGP planning area would extend beyond the City's current corporate limits and its current sphere of influence.

4. Areas of Known Controversy

The environmental analyses of the Modesto Urban Area General Plan, as amended by this proposal, indicate the following resources/issues are controversial due to associated potential impacts:

a. Degradation of Air Quality

Air quality in would be degraded as a result of the growth identified in the UAGP amendment. The amount of pollutants and particulate levels would increase, chiefly through automobile-generated pollutants and grading activities, and pollutants carried in from elsewhere would continue to be a contributing cause of air pollution.

b. Contribution to Global Climate Change

The proposed UAGP would establish various CPDs which, taken individually and collectively, create a land use pattern that encourages behavior resulting in marginally less greenhouse gas emissions when compared to traditional development patterns.

Global climate change is being caused by greenhouse gas emissions from the burning of fossil fuels. Increases in vehicle miles traveled, energy use, and water use are indicators of increased greenhouse gas emissions. AB32 (2005) established a strong state interest in reducing greenhouse gas emissions to 1990 levels by 2020. This reduction would not be possible without changes in land use policy and activities at the state and federal levels.

c. Loss of Prime Agricultural Land

The greater Modesto region is underlain by high-quality agricultural soils. Urban development would cover these soils and they would no longer be available for agricultural use. Some residents of Salida and other unincorporated areas to the south – west of SR99 – have expressed disappointment in certain specific areas, such as the Beckwith-Dakota and Salida Comprehensive Planning Districts, being included within the UAGP boundary (which they have been since 1995). In this regard, the UAGP boundary is controversial.

d. Population growth and sprawl

Modesto is the demographic, commercial and social hub of Stanislaus County. The proposed Project would be expected to induce a “multiplier effect,” which is the web of impacts resulting from the economic relationships between Modesto and the surrounding region. The extent to which the multiplier effect induces housing and job growth beyond Modesto’s planning area, where that growth may be located, and the intensity of that growth, cannot be quantified at this time. The City of Modesto itself is already impacted by the multiplier effect of economic growth from the San Francisco Bay Area.

e. Worsening automobile traffic

Modesto is located on SR99, and is home to many people who commute out of the region on a daily basis. The traffic analysis prepared as part of this Master EIR assessed the potential impacts of the road network improvements identified in the General Plan. Significance findings were based on whether the improved road network would result in a Level of Service worse than “D” on City streets. The following cumulative impacts involving traffic were identified: substantial increase in traffic in relation to the existing traffic load and capacity of the street system; violation, either individually or cumulatively, of an LOS standard for designated streets / highways; and, creation of need for capacity-enhancing alterations to existing facilities.

f. Increased Demand for Water Supplies

As a result of increased population, the project would contribute to a cumulative loss of natural water resources in the San Joaquin Valley and contribute to the need to identify additional water resources. This impact would be at least partially mitigated through conservation measures required by the City, including the increased use of reclaimed water, water conserving devices, and drought-tolerant landscaping. Assuming that radical changes in lifestyle or economic conditions do not occur, water demand would increase.

D. SUMMARY OF IMPACTS AND POLICIES

Table I-1 summarizes project-related impacts and policies that minimize them. These policies would act to mitigate potential environmental effects or to ensure that effects are less than significant. See the individual impact sections in Chapter V for a detailed discussion of potential impacts, and the proposed General Plan policies that would reduce their negative effects.

Table I-1. Summary of Project Impacts and Policies that Mitigate them

Resource Section	Impact Topic	Level of Impact	Policy / “mitigation”	Resulting Impact Level
Traffic and Circulation	Arterial streets (future Level of Service expected to be E or worse)	Significant	Proposed UAGP policies TC-14 through TC-72	Significant and unavoidable
	Cumulative impacts relative to the RTP	Significant	Proposed UAGP policies TC-14 through TC-72	Significant and unavoidable
Air Quality and GHG Emissions	Traffic impacts related to ambient CO levels	Significant	Proposed UAGP policies shown in Master EIR Chapter / Section V-2.A.4.d	Significant and unavoidable
	GHG emissions	Significant	Proposed UAGP policies shown in Master EIR Chapter / Section V-2.A.4.d	Significant and unavoidable
	Cumulative impacts relative to air quality	Significant	Proposed UAGP policies shown in Master EIR Chapter / Section V-2.A.4.d	Significant and unavoidable
Generation of Noise and Vibration	Increased future noise levels, from transportation land uses and construction	Significant	Proposed UAGP policies Noise-3 through Noise-15	Significant and unavoidable
	Excessive vibration from construction / demolition	Significant	Proposed UAGP policies Noise-16 and Noise-17	Significant and unavoidable
	Cumulative impacts relative to noise generation	Significant	Proposed UAGP policies Noise-3 through Noise-17	Significant and unavoidable
Effects on Agricultural Lands	Agricultural conflicts in BDA and Downtown	Less than significant	Proposed UAGP policy AL-12	Less than significant
	Agricultural conflicts in PUA	Significant	Proposed UAGP policies AL-13 through AL-21	Significant and unavoidable
	Cumulative impacts related to agricultural lands	Significant	Proposed UAGP policies AL-13 through AL-21	Significant and unavoidable
Increased Demand for Long-term Water Supplies	Impacts to groundwater supply / recharge	Significant	Proposed UAGP policies WS-11 through WS-24	Significant and unavoidable
	Impacts relative to increased long-term water demand	Less than significant	Proposed UAGP policies WS-11 through WS-24	Less than significant
	Impacts to water distribution facilities	Less than significant	Proposed UAGP policies WS-11 through WS-24	Less than significant
	Cumulative impacts related to increased demand for long-term water supplies	Significant	LAFCo policies, County General Plan policies, and proposed UAGP policies WS-11 through WS-24	Less than significant for supply; significant and unavoidable for groundwater

Resource Section	Impact Topic	Level of Impact	Policy / “mitigation”	Resulting Impact Level
Increased Demand for Sanitary Sewer Services	Compliance with waste discharge requirements	Less than significant	Proposed UAGP policies SS-4 through SS-25	Less than significant
	Impacts from construction of new wastewater treatment facilities	Significant	Proposed UAGP policies VII.F, VII.L, VII.G.	Less than significant
	Insufficient capacity to meet projected demand	Significant	Proposed UAGP policy SS-25	Less than significant
Loss of Sensitive Wildlife and Plant Habitat	Impacts within BDA and Downtown	Less than significant	Proposed UAGP policy SWPH-11	Less than significant
	Impacts to valley foothill riparian, riverine, and fresh emergent wetland habitat in PUA	Significant	Proposed UAGP policies SWPH-12 through SWPH-15, measures in the TRRP Master Plan & Master EIR, and other federal & state rules	Less than significant
	Impacts to vernal pool habitat in the PUA	Significant	UAGP policies SWPH-12 through SWPH-14	Less than significant
	Cumulative impacts relative to loss of sensitive wildlife and plant habitat	Significant	Proposed UAGP policies SWPH-12 through SWPH-15, measures in the TRRP Master Plan & Master EIR, and other federal & state rules	Significant and unavoidable
Disturbance of Archaeological / Historical Sites	Impacts to historical resources within BDA and Downtown	Significant	Proposed UAGP policies AH-3 through AH-21 and MMRP for cultural resources	Less than significant
	Impacts to archaeological resources within riparian corridors	Significant	Proposed UAGP policies AH-3 through AH-21 and MMRP for cultural resources	Less than significant
	Impacts to archaeological resources outside riparian corridors	Significant	Proposed UAGP policies AH-3 through AH-21 and MMRP for cultural resources	Less than significant
	Modifications of historical structures	Significant	Proposed UAGP policies AH-3 through AH-21	Less than significant
	Demolition of significant historical structures	Significant	None	Significant and unavoidable
	Cumulative impacts to historical / archaeological sites, resources	Less than significant	Proposed UAGP policies AH-3 through AH-21 and MMRP for cultural resources	Less than significant
Increased Demand for Storm Drainage	Impacts relative to storm drainage	Significant	Proposed UAGP policies SD-2 through SD-15	Less than significant

Resource Section	Impact Topic	Level of Impact	Policy / "mitigation"	Resulting Impact Level
	Cumulative impacts relative to increased demand for storm drainage	Significant	Proposed UAGP policies SD-2 through SD-15	Less than significant
Flooding and Water Quality	Impacts relative to flooding	Significant	Regulations regarding surface water quality, proposed UAGP policies FWQ-3 through FWQ-16, City and County floodplain ordinances, Modesto Municipal Code Title 5, Chapter 10, and the City's Guidance Manual for New Development Stormwater Quality Control Measures	Less than significant
	Impacts relative to surface water quality	Significant	Regulations regarding surface water quality, proposed UAGP policies FWQ-3 through FWQ-16, City and County floodplain ordinances, Modesto Municipal Code Title 5, Chapter 10, and the City's Guidance Manual for New Development Stormwater Quality Control Measures	Less than significant
	Cumulative impacts relative to flooding and water quality	Significant	Proposed UAGP policies FWQ-3 through FWQ-16 and federal requirements (administered by the Central Valley Regional Water Quality Control Board) limiting discharges into surface water bodies	Less than significant
Increased Demand for Parks and Open Space	Impacts to parks and open space in BDA and Downtown	Less than significant	None	Less than significant
	Impacts to parks and open space in PUA	Less than significant	Proposed UAGP policies POS-2 through POS-42	Less than significant
	Cumulative impacts relative to demand for parks and open space	Less than significant	Proposed UAGP policies POS-2 through POS-42	Less than significant
Increased Demand for Schools	Increased population leading to school crowding	Less than significant	Government Code Section 65995 provides that payment of impact fees provides full mitigation	Less than significant

Resource Section	Impact Topic	Level of Impact	Policy / "mitigation"	Resulting Impact Level
	Impacts associated with future school construction	Unknown	Future school construction will be subject to CEQA and the responsibility of individual school districts	Unknown
	Cumulative impacts relative to school crowding	Less than significant	Government Code Section 65995 provides that payment of impact fees provides full mitigation	Less than significant
Increased Demand for Police Services	Impacts to police services in BDA and Downtown	Significant	Proposed UAGP policies PS-2 through PS-7	Less than significant
	Impacts relative to police services in the PUA	Significant	Proposed UAGP policies PS-2 through PS-7	Less than significant
	Cumulative impacts relative to police services	No impacts	None	N/A
Increased Demand for Fire Services	Demand for fire services in BDA and Downtown	Less than significant	Proposed UAGP policies FS-1 through FS-12	Less than significant
	Demand for fire services in PUA	Less than significant	Proposed UAGP policies FS-1 through FS-14	Less than significant
	Cumulative impacts relative to fire services	Less than Significant	Proposed UAGP policies FS-1 through FS-14	Less than significant
Generation of Solid Waste	Impacts relative to generation of solid waste	Less than significant	Proposed UAGP policies SW-6 through SW-11	Less than significant
	Cumulative impacts relative to generation of solid waste	Less than significant	Proposed UAGP policies SW-6 through SW-11	Less than significant
Generation of Hazardous Materials	Impacts related to hazardous materials	Less than significant	Proposed UAGP policies HM-3 through HM-8	Less than significant
	Release of hazardous materials from the Fink Road Landfill	Less than significant	Operational requirements from the California IWMB and oversight of discharge permits by CVRWQCB	Less than significant
	Cumulative impacts related to the generation of hazardous materials	Less than Significant	Proposed UAGP policies HM-3 through HM-8	Less than significant
Geology, Soils and Mineral Resources	Impacts related to seismic hazards	Less than significant	Proposed UAGP policies GSM-1 through GSM-8	Less than significant
	Impacts related to engineered slope stability	Less than significant	Proposed UAGP policies GSM-4, GSM-6 and GSM-7	Less than significant
	Impacts related to erosion and sedimentation and/or topsoil loss	Less than significant	Proposed UAGP policies GSM-9 and GSM-10	Less than significant

Resource Section	Impact Topic	Level of Impact	Policy / "mitigation"	Resulting Impact Level
	Impacts related to expansive soils	Less than Significant	Proposed UAGP policies GSM-1 and GSM-5	Less than significant
	Impacts related to mineral resources	Less than significant	None	Less than significant
	Cumulative impacts relative to geology, soils, and mineral resources	Less than significant	Proposed UAGP policies GSM-1 through GSM-13	Less than significant
Energy	Direct project impacts relative to Energy use	Significant	Proposed UAGP policies E-1 through E-7, and AQ-1 through AQ-30	Less than significant
	Cumulative impacts relative to energy use	Less than significant	Proposed UAGP policies E-1 through E-7, and AQ-1 through AQ-30	Less than significant
Effects on Visual Resources	Visual impacts of new development, including light and glare	Less than significant	Proposed UAGP policies VR-2 through VR-5	Less than significant
	Increased light and glare in BDA and Downtown	Less than significant	Proposed UAGP policies VR-2 through VR-5	Less than significant
	Cumulative impacts relative to visual resources	Less than significant	Proposed UAGP policies VR-2 through VR-5	Less than significant
Land Use and Planning	Land use conflicts in BDA and Downtown	Less than significant	Proposed UAGP policies LUP-11 through LUP-25	Less than significant
	Land use conflicts in PUA	Significant	Proposed UAGP policies LUP-13 through LUP-19; LUP-22 through LUP-25	Less than significant
	Cumulative impacts relative to land use and planning	Less than significant	Proposed UAGP policies LUP-11 through LUP-25	Less than significant

Table I-2. Impacts of Project Alternatives Compared to the Proposed Project

Impact Topic	Proposed UAGP Amendment	Alternative 1 No-Project Alternative	Alternative 2 Increased Density	Alternative 3 Decreased Density
Traffic and circulation	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and Unavoidable
Degradation of air quality	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable
Generation of noise	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable
Effects on agricultural lands	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable
Increased demand for long-term water supplies	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable
Increased demand for sanitary sewer services	Less than significant	Less than significant	Less than significant	Less than significant
Loss of sensitive wildlife and plant habitat	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable
Disturbance of archeological / historical sites	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable	Significant and unavoidable
Increased demand for storm drainage	Less than significant	Less than significant	Less than significant	Less than significant
Flooding and water quality	Less than significant	Less than significant	Less than significant	Less than significant
Increased demand for parks and open space	Less than significant	Less than significant	Less than significant	Less than significant
Increased demand for schools	Less than significant	Less than significant	Less than significant	Less than significant
Increased demand for police services	Less than significant	Less than significant	Less than significant	Less than significant
Increased demand for fire services	Less than significant	Less than significant	Less than significant	Less than significant
Generation of solid waste	Less than significant	Less than significant	Less than significant	Less than significant

Impact Topic	Proposed UAGP Amendment	Alternative 1 No-Project Alternative	Alternative 2 Increased Density	Alternative 3 Decreased Density
Generation of hazardous materials	Less than significant	Less than significant	Less than significant	Less than significant
Geology, soils, and mineral resources	Less than significant	Less than significant	Less than significant	Less than significant
Energy	Less than significant	Less than significant	Less than significant	Less than significant
Effects on visual resources	Less than significant	Less than significant	Less than significant	Less than significant
Land use and planning	Less than significant	Less than significant	Less than significant	Less than significant

E. REQUIRED APPROVALS

The Master EIR will be used as the basis for analyzing later projects. As provided under CEQA, subsequent analysis can be streamlined for those projects that are “within the scope” of the Master EIR (Public Resources Code Section 21157). A comprehensive list of the projects that will normally be considered within the scope of the Master EIR is contained in Chapter II of this document.