
EXECUTIVE SUMMARY

This section of the Draft Environmental Impact Report (DEIR) provides a summary of the contents of the EIR and its findings, including project environmental analysis, impacts, mitigation measures, and resulting impact significance. For additional detail regarding specific issues, please consult the appropriate subsection of **Chapter 3.0, Environmental Setting, Impacts and Mitigation Measures**.

S.1 PURPOSE AND SCOPE OF THE EIR

This DEIR provides an analysis of the potential environmental effects associated with the approval of the Santana Ranch Specific Plan.

The purpose of an EIR is to identify the significant effect on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided (CEQA Guidelines 21002.1(a)).

The lead agency (County of San Benito) shall focus the discussion in the DEIR on those potential effects on the environment resulting from a proposed project that the lead agency has determined are or may be significant. Based in part on the results of public input generated during the Notice of Preparation response period for the project, **Section 3.0, Environmental Setting, Impacts and Mitigation Measures** of the DEIR focuses upon aesthetics/visual resources; agricultural resources; air quality; biological resources; cultural resources; geology; hazards/hazardous materials; hydrology and water quality; groundwater resources; land use; noise; parks and recreation; public services; and transportation and circulation.

S.2 PROJECT CHARACTERISTICS

The proposed Santana Ranch Specific Plan establishes a detailed framework for development of the project, which is comprised of residential uses, a neighborhood commercial center, mixed uses within the residential multiple (RM-SR) neighborhoods, as well as school, parks and recreational and other public facilities uses, as described further below. The project includes a maximum of 1,092 residential dwelling units, approximately 65,000 square feet of neighborhood commercial uses on approximately six acres, potential mixed uses within the residential multiple (RM-SR) neighborhoods, an approximately eight to twelve-acre elementary school site upon which it is anticipated that a future elementary school to serve 700 children will be built, and approximately 18.2 acres of park space, as well as additional park and recreational facilities. As discussed above, a potential on-site wastewater treatment plant (WWTP) is also proposed to serve the project, as an alternative to wastewater treatment by the City of Hollister Wastewater Treatment Plant.

S.3 PROJECT ALTERNATIVES CONSIDERED

CEQA Guidelines Section 15126.6(e)(2) requires that the environmentally superior alternative be identified. If the environmentally superior alternative is the 'No Project/No Development Alternative,' the EIR shall also identify an environmentally superior alternative among other alternatives. In this case, Alternative 4 – 'Rural Residential Alternative' – represents the environmentally superior alternative and would result in a lesser degree of environmental impact as compared to the proposed project. **Table 4-1, Comparison of Project Alternatives to the Proposed Project** compares each considered alternative with the proposed project.

SUMMARY OF ENVIRONMENTAL IMPACTS

Table S-1, Executive Summary presents a summary of project impacts and proposed mitigation measures that would reduce, minimize, or avoid potential impacts. In the table the level of significance of each environmental impact is indicated after the application of the recommended mitigation measure(s).

For detailed discussions of all project impacts and mitigation measures, the reader is referred to topical environmental analysis in **Chapter 3.0, Environmental Setting, Impacts and Mitigation Measures** of this EIR.

TABLE S-1
SUMMARY OF PROJECT AND CUMULATIVE IMPACTS

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
3.1 – Aesthetics and Visual Resources			
Impact 3.1-1. The proposed project will result in the development of rural land that is in the foreground of a view of the Diablo Range to the east of the site as viewed from Fairview Road. Project development would alter the character of the view, as well as obscure views of the Diablo Range from public viewing areas along Fairview Road west of the project site.	Potentially Significant	MM 3.1-1. The parkway landscaping and soundwall along Fairview Road shall be implemented as shown within Figure 3.3-1, and in accordance with all applicable policies within Section 7.2 of the Specific Plan. Further, the timing of implementation shall be in accordance with Section 8.2.2 of the Specific Plan.	Less than Significant
Impact 3.1-2. The project will result in substantial change in the visual character of the project site.	Potentially Significant	MM 3.1-2. The project developer shall comply with all design guidelines found in Section 7 of the Santana Ranch Specific Plan (Design Guidelines). Compliance with Section 7 shall be subject to review and approval by County staff in accordance with Section 8.1.6 of the Specific Plan.	Less than Significant
Impact 3.1-3. The proposed project will introduce new sources of glare that could adversely affect properties in the area.	Potentially Significant	MM 3.1-3. The project developer shall be required to submit an exterior lighting plan for all development review approval requests pursuant to Section 8.1.6 of the Specific Plan. Said lighting plan shall demonstrate conformance with the Specific Plan design guidelines with regard to exterior lighting as stated within Section 7.4, Neighborhood Commercial and Other Non-Residential Design Guidelines, Lighting (Specific Plan, p. 7-32), as well as with Title 19, Chapter 19.31 of the County Code.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.1-4. The project, in combination with other past, present and reasonably foreseeable, probable future projects along the Fairview Road corridor, may result in a cumulative aesthetic impact to the existing rural visual character of the corridor.	Potentially Significant Cumulative	Mitigation Measures MM 3.1-1 through MM 3.1-3	Less than Significant Cumulative
3.2 – Agricultural Resources			
Impact 3.2-1. Development of the proposed project would not result in the conversion to urban uses of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.2-2. The project site has a zoning designation of “Rural,” and is located adjacent to lands zoned as “Rural” and “Rural Residential.” Development of the project site with suburban uses could therefore result in conflicts with existing zoning which allows agricultural uses.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.2-3. The project site is not encumbered by an existing Williamson Act contract, therefore, no conflicts with an existing Williamson Act contract would occur.	No impact	No impact has been identified; therefore, no mitigation is proposed.	No impact
Impact 3.2-4. The project would result in the conversion of land used for dry farming and walnut production to urban uses.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.2-5. The project could place development pressure on abutting parcels zoned as Rural and Rural Transitional.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.2-6. The project, in combination with other past, present and reasonably foreseeable, probable future projects on adjacent land within the Fairview Road corridor, will contribute to the cumulative loss of Farmland of Local Importance within San Benito County.	Less than significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than significant Cumulative
3.3 – Air Quality			
Impact 3.3-1. Short-term construction-generated emissions could exceed MBUAPCD significance thresholds, and could be inconsistent with the AQMP.	Potentially Significant	MM 3.3-1. All demolition and construction-related activities associated with future development located within the project site shall implement best-available control measures for the control of construction-related emissions, as recommended by the MBUAPCD at the time of development.	Less than Significant
Impact 3.3-2. Long-term operational emissions would exceed MBUAPCD significance thresholds	Significant	MM 3.3-2. Prior to issuance of the first building permit for each phase of the project, the developer shall comply with the Specific Plan policies referenced in Chapter 3.3, Air Quality, under the analysis of this impact, and, in addition, shall comply with the following mitigation measures: - Proposed commercial uses shall provide preferential carpool/vanpool parking spaces - Proposed commercial uses shall provide bicycle parking facilities - Transit-stop improvements (i.e., benches, lighting) shall be provided at transit stop locations. An information board in the Commercial center or at the bus stop will be provided to distribute information on ride sharing and other public transit services that may be offered by San Benito County Local Transportation Authority (LTA). - Non-wood-burning fireplaces shall be a standard feature throughout the project. - Roof systems shall include radiant barrier sheathing to reflect radiant heat from the sun. This system lowers attic temperatures, improves energy efficiency, and reduces	Significant and Unavoidable

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		cooling energy costs. More roof vents than required by Title 24 will be installed to allow for natural air flow to keep the roof deck cool and dry without using the energy needed to run an attic vent fan. • The project will meet or exceed California's Title 24 requirements. • Orient homes to allow for passive solar design to the extent feasible. • Provide a minimum of one exterior electrical outlet at rear, side, and front yard locations to promote/allow the use of electric landscape maintenance equipment.	
Impact 3.3-3. Localized mobile-source emissions of carbon monoxide would not exceed applicable ambient air quality standards	Less Than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.3-4. Perceptible increases in odors could result in increased nuisance to nearby proposed residential land uses.	Potentially Significant	MM 3.3-4. Odor impacts to sensitive receptors shall be minimized as follows: 1) Proposed Commercial Land Uses a) As part of the tentative map application process, or the process that covers any commercial uses, the applicant in consultation with the County Planning and Public Works Departments shall demonstrate that any proposed commercial/convenience land uses that have the potential to emit objectionable odorous emissions are located as far away as feasible from existing and proposed receptors. b) If an odor-emitting facility is to occupy space in the project, odor control devices shall be installed, in accordance with MBUAPCD recommendations, to reduce the exposure of receptors to objectionable odorous emissions. 2) Potential Wastewater Treatment Plant a) If the on-site WWTP is ultimately required to serve the	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		project, proposed wastewater treatment processes shall be enclosed and ducted to an odor control device, such as an activated carbon filter or bio-filtration system; b) The site plan shall be designed to maximize buffer distance between the proposed WWTP and nearby residential dwelling units, to the extent feasible; and c) The developer of the WWTP shall be required to obtain all necessary permits, including those from the RWQCB and MBUAPCD, to operate the WWTP, which will include a series of operational conditions and regulations. Periodic inspections by the Board to ensure permit compliance and adequate maintenance for the facility would help ensure that odor impacts associated with improper facility maintenance would be minimized.	
Impact 3.3-5. Proposed land uses would not be exposed to localized concentrations of toxic air contaminants that would be anticipated to exceed applicable thresholds.	Less Than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.3-6. Increased emissions associated with proposed development could conflict with regional air quality plans and contribute, on a cumulative basis, to the region's nonattainment status.	Potentially Significant	MM 3.3-6. Implement Mitigation Measures MM 3.3-1 and MM 3.3-2	Significant and Unavoidable
Impact 3.3-7. Implementation of the proposed project would not be anticipated to contribute to localized concentrations of CO that would exceed applicable ambient air quality standards.	Less Than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.3-8. Project-generated emissions of greenhouse gas (GHG) emissions could conflict with regulations or requirements adopted to implement a statewide, regional or local plan for the reduction or mitigation of greenhouse gas emissions.	Less Than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
3.4 – Biological Resources			
Impact 3.4-1. Implementation of the proposed project would result in direct and indirect loss of habitat and may result in the loss of individuals of plants of endangered, threatened, rare, proposed, and candidate status, as well as plant species identified by the California Native Plant Society with a rating of List 1A or 1B (i.e. rare, threatened or endangered plants).	Potentially Significant	MM 3.4-1a. Prior to any vegetation removal or ground disturbing activities on the project site, focused surveys shall be conducted by a qualified biologist retained by the developer and approved by the County to determine the presence of special-status plant species with potential to occur in the impact areas. The costs associated with retention of the biologist and completion of the surveys shall be paid for by the project developer. Surveys shall be conducted in accordance with CDFG's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFG 2009). These guidelines require rare plant surveys to be conducted at the proper time of year when rare or endangered species are both "evident" and identifiable. Field surveys shall be scheduled to coincide with known blooming periods, and/or during periods of physiological development that are necessary to identify the plant species of concern. If no special-status plant species are found, the project will have no impacts to rare plants, and no further rare plant mitigation measures are required. MM 3.4-1b. If any rare plants are found on-site, the developer shall consult with the USFWS, CDFG, and/or CNPS, as applicable, to determine appropriate minimization and mitigation for special-status plants, which shall include, but is not limited to the following measure: The developer shall use diligent, good faith efforts to salvage portions of the habitat or plant populations that will be lost as a result of implementation of the proposed project by transplanting the plants that would be adversely affected by the proposed project for either re-establishment after construction is complete or for planting in a preserve with appropriate habitat. The developer, in consultation with the biologist, shall develop a propagation program for the salvage	Less than Significant

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		and transfer of rare, threatened, or endangered plant populations from the site before the initiation of construction activities. Permits may be required from the CDFG or USFWS, which will ensure that certified biologists are involved in the propagation and transport of rare, threatened or endangered plant species. (Note: Propagation methods for the salvaged plant population may be developed on a case-by-case basis and must include the involvement of local conservation easements/ preserves/ open space, where applicable). The propagation and transfer of individual plant species must be performed at the correct time of year and successfully completed before the project's construction activities eliminate or disturb the plants and habitats of concern. MM 3.4-1c. Prior to any ground disturbance within the project site, the developer shall provide replacement aestivation and dispersal habitat for California tiger salamander at a 1:1 ratio of project site impact area to compensation habitat area, which shall be offered for dedication to the appropriate wildlife preservation entity, to be preserved and managed in perpetuity. Providing aquatic breeding habitat (i.e., ponds) on the mitigation lands could, at the County's discretion, reduce the amount of upland mitigation required by up to 50% of the total upland habitat requirement so that the upland habitat requirement may be reduced to 0.5:1 (compensation area to impacted area). This would allow a landscape-based mitigation strategy that provides a greater benefit to the species by creating more breeding ponds in relatively dry San Benito County as opposed to preserving more upland areas. Additionally, if the accepted mitigation lands are located within the range of the California red-legged frog, western spadefoot, and San Joaquin kit fox and support suitable habitat for those species as well, these same mitigation sites may be	

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		utilized to meet the mitigation requirements for those three species, which are also identified as potentially adversely impacted by project development. MM 3.4-1d. Prior to any ground disturbance within the project site, a temporary barrier shall be constructed along the limits of the grading and disturbance area, to prevent the movement of California tiger salamanders and California red-legged frogs into the area. The barrier shall consist of three-foot-tall silt fencing with the bottom edge buried to a depth of at least six (6) inches below the soil surface, held in place by rigid stakes or other stable means. Silt fence fabric shall also be installed on any swinging gates or other movable sections of temporary construction fencing. Fence fabric installed on gates and moveable sections of fence shall drape onto the ground surface to form a continuous barrier to California red-legged frog and California tiger salamander access. Installation of silt fencing and fence fabric shall be supervised by a qualified biologist, who shall be retained by the developer and approved by the County. Said barriers shall remain in place until all development activities within the disturbance area have been completed. Said barriers shall be inspected, maintained and repaired as necessary to ensure continuous functionality. MM 3.4-1e. Any netting used for erosion control or other purposes during the construction phase of the project shall be of tightly woven fiber or similar material to ensure that California red-legged frogs and California tiger salamanders do not get trapped within the netting. Plastic monofilament netting (erosion control matting) or similar material shall not be used. This netting specification shall be incorporated within the bid and construction documents for the project. MM 3.4-1f. All vegetation within affected areas containing or immediately adjacent to aquatic habitats shall be removed by hand just prior to the initiation of construction in these areas to remove cover that might be used by California tiger	

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		salamanders or California red-legged frogs, thus facilitating the detection of individuals of these species. MM 3.4-1g. Prior to recordation of the first final map, the developer shall provide mitigation lands with similar or better habitat for California red-legged frogs relative to that being impacted at a minimum 1:1 ratio of project site impact area to compensation habitat area, which shall be offered for dedication to the appropriate wildlife preservation entity, to be preserved and managed in perpetuity. Providing aquatic breeding habitat (i.e., ponds) on the mitigation lands could, at the County's discretion, reduce the amount of upland mitigation required by up to 50% of the total upland habitat requirement (so that the upland habitat requirement may be reduced to 0.5:1 (compensation area to impacted area). The creation of breeding ponds to serve as partial upland impacts mitigation would provide a greater benefit to the local California red-legged frog populations, because the relative lack of breeding habitat in dry San Benito County is the limiting factor for the local California red-legged frog population. MM 3.4-1h. A preconstruction survey for California red-legged frogs shall be undertaken no more than 14 days prior to commencement of any construction or mitigation implementation activities that occur in or adjacent to (i.e., within 50 feet of) wetlands that contain water at the time of construction. Surveys shall be conducted by a qualified biologist retained by the developer and approved by the USFWS. The costs associated with retention of the biologist and completion of the surveys shall be paid for by the project developer. Surveys shall be conducted for two (2) days and two (2) nights within the 14-day period. The final nighttime survey shall occur the evening preceding the commencement of construction or mitigation implementation activities. If California red-legged frogs are found during preconstruction surveys, nighttime surveys shall continue, and no construction or mitigation implementation activities shall be commenced,	

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		until California red-legged frogs are no longer found during a survey. Alternatively, relocation of any California red-legged frogs from the impact areas may be undertaken, with approval of the USFWS, and under the supervision of the biologist. Immediately after the frogs are relocated, a temporary exclusion barrier shall be constructed around the aquatic habitat to be impacted, under the supervision of a qualified biologist, to prevent frogs that are relocated from moving back onto the area of impact. Nighttime surveys shall then continue inside the barrier until frogs are no longer detected during a survey. MM 3.4-1i. All vegetation within affected areas containing or immediately adjacent to aquatic habitats shall be removed by hand just prior to the initiation of construction in these areas to remove cover that might be used by California red-legged frogs or California tiger salamanders, thus facilitating the detection of individuals of these species. MM 3.4-1j. During all construction and mitigation implementation in and along streams, Best Management Practices (BMPs) shall be used to minimize erosion and impacts to water quality to protect water quality in downstream areas used by the California red-legged frog. MM 3.4-1k. The USFWS Standardized Recommendations for Protection of the San Joaquin Kit Fox Prior to or During Ground Disturbance (USFWS 1999b) shall be implemented prior to initiation of any construction activity on the project site to avoid take of individual San Joaquin kit foxes. As part of the implementation of these guidelines, transect surveys to detect potential kit fox dens shall be performed by a qualified biologist approved by the USFWS and retained by the developer, within 15 days prior to any habitat modification. Walking transects shall be conducted such that 100% visual coverage of the area of the project site planned to be under disturbance is achieved. The costs of retaining the biologist and performance of the survey shall be paid for	

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		by the project developer. If potential kit fox dens are identified that will be impacted by construction, the occupancy status of the den shall be determined by the biologist. If the den is determined to be unoccupied, it shall be destroyed immediately to preclude subsequent occupation by kit foxes. MM 3.4-11. Any occupied den located within the construction area may only be excavated during the non-reproductive season (August 1 to October 31). Prior to excavation, the entrance to the den shall be progressively plugged with loose dirt for at least five (5) days to discourage the use of the den while still allowing resident foxes to escape. The den shall be monitored daily during this time by the biologist. When there is no sign of activity at the den and it is deemed safe to do so by the biologist, the den shall be dug out with hand tools to a point where it is certain that no kit foxes are present. The den shall then be fully excavated, filled with dirt and compacted to ensure that kit foxes cannot re-enter the den during the construction period. Protective exclusion zones and fencing shall be established around dens that are determined to be occupied by kit foxes during the reproductive season (November 1 to July 31). Non-natal dens shall be protected by a 300-foot exclusion zone and natal/pupping dens shall be protected by a 500-foot exclusion zone. Exclusion zones around the dens shall not prevent access to the dens by kit foxes, and shall be maintained until all construction-related or operational disturbances have been terminated. Construction and other project activities shall be prohibited or restricted within these exclusion zones as determined necessary by the biologist. Only essential vehicle operation on existing roads and foot traffic in the exclusions zones will be permitted. Otherwise, all construction, vehicle operation, material storage, or any other type of surface-disturbing activity shall be prohibited within the exclusion zones. All fencing shall be removed	

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		immediately after construction to avoid attracting subsequent attention to the dens. MM 3.4-1m. A worker's environmental awareness program (WEAP) shall be conducted by a qualified biologist before the initiation of any construction activity for all contractors and their employees involved in the project. The program shall consist of a brief presentation by the USFWS-approved biologist to explain (1) compliance provisions and restrictions of all project permits; (2) how to recognize listed and special-status species that could occur onsite; and (3) how best to avoid the accidental take of listed and special-status species. The program shall include the following: a description of the species and their habitat needs; photographs of these species; an explanation of the legal status of these species and their protection under the Endangered Species Act; and a list of measures being taken to reduce effects to these species during project construction. A fact sheet conveying this information shall be prepared for distribution to the above-mentioned personnel and all others who may enter the project site. Upon completion of training, construction personnel shall sign a form stating that they attended the training and understand all the conservation and protection measures. The original form(s) shall be submitted to the USFWS. MM 3.4-1n. Prior to project groundbreaking, the developer shall submit the qualifications of its proposed biologist(s) to the USFWS for its review. The USFWS-approved biologist shall be onsite during all construction-related activities, including groundbreaking, earth-moving, and other construction activities, which could result in the take of the California tiger salamander, California red-legged frog, and/or San Joaquin kit fox; the need for the biologist's presence shall be determined by the recommendation of the qualified biologist or the USFWS. The biologist(s) shall have the authority to stop any work that may result in the take of listed species. Any employee or contractor who might inadvertently kill or injure a California tiger salamander, California red-	

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		legged frog or San Joaquin kit fox, or anyone who finds a dead, injured, or entrapped individual of these species shall report the occurrence to the onsite biologist. The onsite biologist shall possess a working cell phone whose number shall be provided to the USFWS. In addition, the developer shall ensure that a readily available copy of the Biological Opinion associated with the proposed project is maintained by the construction foreman/manager on the project site whenever earthmoving and/or construction is taking place. The name and telephone number of the construction foreman/manager shall be provided to the USFWS prior to project groundbreaking. MM 3.4-1o. If a California tiger salamander, California red-legged frog, or any amphibian that construction personnel believes may be one of these species, or San Joaquin kit fox, is encountered during Project construction, the following protocol shall be followed: a) All work that could result in direct injury, disturbance, or harassment of the individual animal shall immediately cease; b) The foreman and onsite biologist shall be immediately notified; c) The onsite biologist shall notify the USFWS via telephone or electronic mail within one (1) working day; and d) If at any time a California tiger salamander and/or California red-legged frog is discovered in the construction area by the onsite biologist or any other person, the onsite biologist shall move the animal to a safe USFWS-approved offsite location. This location will be determined by the developer, but must be approved by the USFWS prior to the initiation of preconstruction surveys. If a San Joaquin kit fox is found in construction areas, the onsite biologist shall halt construction and allow the animal to disperse on its own. The individual shall be monitored until it is determined that the animal is not imperiled by predators or other dangers. MM 3.4-1p. During construction activities, the following	

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		measures shall be implemented to ensure no direct take or harm to special-status species. a) Because California tiger salamanders, California red-legged frogs, and San Joaquin kit foxes are attracted to cavities such as pipes and may enter stored pipes and become trapped, all construction pipes, culverts, or similar structures that are stored at a construction site for one or more overnight periods shall be either securely capped prior to storage or thoroughly inspected by the onsite biologist and/or the construction foreman/manager before the pipe is subsequently buried, capped, or otherwise used or moved in any way. In addition, the onsite biologist and/or construction foreman/manager shall ensure all excavated, steep-walled holes or trenches more than one foot deep are completely covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks and inspected by the onsite biologist. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals by the onsite biologist and/or construction/foreman/manager. b) To avoid attracting predators of special-status species that may occur within or surrounding the project site, all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of in solid, closed containers (trash cans) and removed at the end of each working day from the entire construction site. c) Construction vehicles shall observe a 15 mph speed limit within the project site. d) Nighttime construction shall be minimized to the maximum extent feasible. e) Pesticides and herbicides shall be utilized in such a manner to prevent primary or secondary poisoning of the California tiger salamander, California red-legged frog, and San Joaquin kit fox and the depletion of prey populations on which they depend. All uses of such compounds shall	

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		observe label and other restrictions mandated by the U.S. Environmental Protection Agency, California Department of Food and Agriculture, and other appropriate State and Federal regulations, as well as additional project-related restrictions deemed necessary by the USFWS.	
Impact 3.4-2. Implementation of the proposed project may result in direct and indirect loss of habitat and individuals of western spadefoot, northwestern pond turtle, San Joaquin whipsnake, burrowing owl, loggerhead shrike, which are listed as California species of special concern, as well as nesting migratory birds and raptors.	Potentially Significant	MM 3.4-2a. During preconstruction surveys and construction monitoring for California tiger salamanders and California red-legged frogs, the biologist will also survey for individuals of the western spadefoot, western pond turtle, and San Joaquin whipsnake. If juvenile or adult individuals are found within the survey area, they should be moved to suitable habitat at least 150 meters (500 feet) outside of the affected area. If a pond turtle or whipsnake nest is found within the survey area, construction activities should not take place within 30 meters (100 feet) of the nest until the eggs have hatched, or the eggs have been moved to an appropriate location. MM 3.4-2b. Within project work areas and within 250 feet of work areas, surveys for occupied owl burrows shall be performed within 30 days prior to site disturbance, using CDFG and California Burrowing Owl Consortium guidelines (CBOC 1993). All occupied burrows shall be mapped on an aerial photo. At least 15 days prior to the expected start of any project-related ground disturbance activities, or restart of activities, the developer shall provide the burrowing owl survey report and mapping to the CDFG. If construction is delayed or suspended for more than 30 days after the survey, the area shall be resurveyed. If no burrowing owls are detected during the pre-construction survey, no further action is necessary. Based on the burrowing owl survey results, the following actions shall be taken by the developer to avoid impacts during construction (as outlined in CDFG guidance): a) During the non-breeding season (September 1 through	Less than Significant

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		January 31), no disturbance shall occur within a 160-foot radius of an occupied burrow if feasible. If disturbance must occur within this buffer during the non-breeding season, the applicant shall ensure that a buffer sufficient to avoid direct, physical disturbance of the occupied burrow is maintained, or shall have a qualified biologist passively relocate the owl to prevent injury or mortality of individuals. During the nesting season (February 1st through August 31st), occupied burrows shall not be disturbed within a 250-foot radius unless a qualified biologist approved by the CDFG verifies through non-invasive methods that either (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival; b) If owls must be moved away from the disturbance area, passive relocation techniques (as outlined by the CDFG [i.e., use of one-way doors]) shall be used rather than trapping. c) If owls are present in or within 160 feet of areas scheduled for disturbance or degradation (e.g., grading) and nesting is not occurring, owls shall be removed per CDFG-approved passive relocation protocols. Passive relocation requires the use of one-way exclusion doors, which shall remain in place at least 48 hours prior to site disturbance to ensure owls have left the burrow prior to construction. d) If paired owls are nesting in areas scheduled for disturbance or degradation, nest(s) shall be avoided by a minimum 250-foot buffer from February 1 through August 31 or until fledging has occurred. Following fledging, owls may be passively relocated. MM 3.4-2c. For trees/shrubs that must be removed to construct the proposed project, the project developer shall target the removal of trees and other vegetation to occur outside the nesting season between September 1st and	

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		February 28th. If trees/shrubs cannot be removed outside the nesting season, pre-construction surveys will be conducted prior to vegetation removal to verify the absence of active raptor nests within 250 feet of construction activities and active loggerhead shrike nests within 100 feet of construction activities. If construction or tree/shrub removal is proposed during the breeding/nesting season for local avian species (typically March 1st through August 31st), a focused survey for active nests of raptors and other migratory birds within and in the vicinity of (no less than 250 feet outside project boundaries, where possible, for raptors and 100 feet for loggerhead shrikes and other migratory birds) the project construction activities shall be conducted by a qualified biologist. Surveys shall include searches of all potential nest sites, including snags, shrubs, ground, buildings and other structures. The survey would detect the presence of uncommon species such as loggerhead shrike and common species such as red-tailed hawk, mourning dove, and western scrub-jay. Two surveys shall be conducted, at least one week apart, with the second survey occurring no more than two days prior to vegetation removal. If no active nests are found, vegetation removal or construction activities may proceed. If an active nest is located during pre-construction surveys, USFWS and/or CDFG (as appropriate) shall be notified regarding the status of the nest. Furthermore, construction activities shall be restricted as necessary to avoid disturbance of the nest until it is abandoned or the biologist deems disturbance potential to be minimal. Restrictions may include establishment of exclusion zones (no ingress of personnel or equipment at a minimum radius of 250 feet around an active raptor nest and 100 feet around an active non-raptor migratory bird nest) or alteration of the construction schedule. No action is necessary if no active nests are found or if	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		construction will occur during the non-breeding season (generally September 1st through February 28th). MM 3.4-2d. A bat survey shall be performed by a wildlife biologist or other qualified professional between March 1 and July 31 in the year prior to the removal of any oak trees or buildings. If special-status bat roosts are identified on site, the County shall require that the bats be safely flushed from the sites where roosting habitat is planned to be removed prior to roosting season (typically May to August, though possibly as early as April) of each construction phase and prior to the onset of construction activities. If maternity roosts are identified during the maternity roosting season, they shall remain undisturbed until a qualified biologist has determined the young bats are no longer roosting. If a maternity roost is found to occur onsite, replacement roost habitat (e.g., bat boxes) shall be provided onsite for roosting sites removed. If no bat roosts are detected, then no further action is required, provided that trees and buildings are removed prior to the next breeding season, and within 30 days of the original survey. If removal is delayed, then an additional pre-demolition survey shall be conducted within 30 days prior to removal to ensure that a new bat colony has not been established. The project may be constructed without the elimination or disturbance of a roosting colony, provided that a wildlife biologist shall identify activity buffer zones and construction timing limits to ensure the continued success of the colony. Such buffer zones may include a construction-free barrier of 200 feet from the roost and/or the timing of the construction activities outside of the maternity roost season (after July 31 and before March 1). If an active nursery roost is known to occur on site and the project cannot be conducted outside of the maternity roosting season, bats shall be excluded from the site after July 31 and	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		before March 1 to prevent the formation of maternity colonies. Non-breeding bats shall be safely evicted, under the direction of a bat specialist. MM 3.4-2e. Preconstruction surveys for badger dens and burrows shall occur concurrently with burrowing owl and kit fox surveys to ensure that no occupied dens or burrows are present within or surrounding project construction activities. If active dens/burrows are present on or immediately adjacent to (i.e., within 300 feet of) the project site, a buffer, within which no new activity will be permissible, will be maintained between the den and construction activities during the pupping season (i.e., 15 February through 1 July, or as otherwise determined through surveys and monitoring of the den). The size of the buffer will be determined by a qualified biologist in consultation with the CDFG. Any dens determined to be occupied, but which cannot be avoided through construction timing or activity buffers, may be vacated during the non-pupping season by a qualified biologist using the procedures identified in MM 3.4-1k. If no active dens/burrows are found, then no further mitigation is necessary.	
Impact 3.4-3. The project would potentially result in a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, coastal, riverine, stream, marsh, vernal pool, etc.) through direct removal, filling, hydrological interruption, or other means.	Potentially Significant	MM 3.4-3a. The developer shall comply with USACE “no net loss” policy for mitigation of wetlands under the jurisdiction of the USACE. The developer shall apply for a Section 404 permit, a Section 401 permit, and a 1602 Streambed Alteration Agreement (if applicable). If wetland resources are proposed to be taken, the project developer shall do the following: a) If required, apply for a Section 404 permit from the USACE after verification of the wetland delineation by the U.S. Army Corps of Engineers (USACE). Any waters of the U.S. that would be lost or disturbed shall be replaced or rehabilitated on a “no net loss” basis in accordance with the USACE mitigation guidelines. Habitat restoration,	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		rehabilitation, and/or replacement shall be at a location and by methods agreeable to the USACE. b) Obtain a Section 401 water quality certification from the RWQCB. c) A mitigation plan shall be implemented that includes one of the following: 1) Completion of a Mitigation and Monitoring Plan that includes on- or off-site creation/preservation of the wetlands. 2) Credits may be obtained at an approved mitigation bank. The project developer shall provide written evidence to the County from the USACE and the RWQCB that this measure has been complied with prior to project approval. MM 3.4-3b. A 1602 Streambed Alteration Agreement for removal of or disturbance to riparian habitat and Waters of the U.S. (i.e., stream, lake, or river) from CDFG may be required for the proposed project, depending on the final design of the outfall area. This agreement would include measures to minimize and restore riparian habitat. The 1602 Streambed Alteration Agreement would require the project developer to prepare and implement a riparian vegetation mitigation and monitoring plan for disturbed riparian vegetation. If impacts to riparian and other sensitive natural communities are not avoidable, and on-site preservation is not possible, habitat compensation standards include a 2:1 (two acres of preserved habitat for every acre impacted) impact preservation ratio. MM 3.4-3c. The project's Stormwater Pollution Prevention Plan (SWPPP) shall include specific and detailed Best Management Practices (BMPs) designed to mitigate construction-related pollutants. The best available technology in BMPs to reduce sedimentation, erosion, water pollution, and dust to the greatest extent practicable shall be employed on all work sites during construction. A Grading and Erosion Control Plan shall be prepared by the contractor and	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		submitted to the Public Works and Planning Departments for approval prior to the start of project construction, including clearing and grubbing. In areas where wetlands are within 250 feet of the project footprint, erosion control measures and construction fencing shall be employed, monitored for effectiveness, and maintained throughout the construction operations around all wetlands. These controls shall include methods to minimize the contact of construction materials, equipment, and maintenance supplies with stormwater. BMPs intended to reduce erosion of exposed soil may include, but are not limited to, soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales and sediment basins. If grading is to occur during the rainy season, the primary BMPs selected shall focus on erosion control. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. MM 3.4-3d. Prior to working near any wetlands and other waters of the U.S., all heavy equipment shall be closely examined for oil and fuel discharges. All equipment operated adjacent to these areas shall be checked and maintained daily, to prevent leaks of materials that, if introduced to water, could be deleterious to aquatic life. Petroleum from project-related activities shall be prevented from contaminating the soil and/or entering the vernal pool areas. Any of these materials placed within or where they may enter the wetland habitats shall be removed immediately. Regulating agencies shall be notified immediately if a spill occurs, and shall provide consultation regarding clean-up procedures. MM 3.4-3e. Raw cement/concrete or washings thereof, asphalt, paint or other coating material, oil or other petroleum products, or any other substances which could be hazardous to aquatic life, resulting from project-related activities, shall be prevented from contaminating the soil and/or entering the wetlands and other waters of the U.S. Any of these materials	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		placed within or where they may enter these areas shall be removed immediately. MM 3.4-3f. Adequate erosion control and water pollution control measures shall be adopted and maintained for the duration of the project in order to prevent deleterious materials from entering any waterways or other aquatic habitat. The siltation curtain shall be of effective design to limit and abate heavily silted material from impacting the creek.	
Impact 3.4-4. Implementation of the proposed project would not interfere substantially with the movement of special-status and common wildlife species within a wildlife migratory corridor.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.4-5. Implementation of the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any adopted biological resources recovery or conservation plan of any Federal or State agency.	No Impact	No impact has been identified; therefore, no mitigation is proposed.	No Impact
Impact 3.4-6. The proposed project, in addition to other past, present and reasonably foreseeable, probable future residential and institutional projects along the Fairview Road corridor, may disturb special status species, critical habitats and wildlife movement throughout the region.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
3.5 – Cultural Resources			
Impact 3.5-1. Development of the project could result in the potential destruction or damage of cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts) and human remains.	Potentially Significant	MM 3.5-1a. If, during the course of project development, cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts) are discovered, work shall be halted immediately within 200 feet of the discovery and in any nearby area reasonably suspected to overlie adjacent remains. The area of discovery shall be completely staked by visible	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		stakes no more than ten feet apart, forming a circle having a radius no less than 100 feet from the point of discovery; provided, however, that such staking need not take place on adjoining property unless the owner of the adjoining property authorizes staking. Said staking shall not include flags or other devices which may attract vandals. The County Planning Department shall be notified, and a professional archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in archaeology and/or history shall be retained to determine the significance of the discovery, and shall recommend feasible mitigation measures to reduce impacts to less than significant levels. Cessation of work and notification of the County is the responsibility of the developer. The County shall consider mitigation recommendations prepared by a professional archaeologist who meets the Secretary of the Interior's Professional Qualifications Standards in archaeology and/or history for any unanticipated discoveries, who shall identify feasible and appropriate mitigation measures. Such measures may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2. The project developer shall be required to implement the identified measures for the protection of cultural resources. MM 3.5-1b. If, during the course of project development, human remains are discovered, all work shall be halted immediately within 50 feet of the discovery, the County Planning Department shall be notified, and the County Sheriff-Coroner shall be notified according to Section 5097.98 of the State PRC and Section 7050.5 of California's Health and Safety Code. Subject to the legal process, duly authorized representatives of the Coroner and Planning Department Director shall be permitted to enter onto the property and take all actions consistent with Chapter 19.05 of the San Benito	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		County Code, Section 7050.5 of the Health and Safety Code and Chapter 10 (commencing with Section 27460) of Part 3 of Division 2 of Title 3 of the Government Code. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed.	
Impact 3.5-2. Development of the project could result in the potential destruction or damage of paleontological resources (i.e., fossils and fossil formations).	Potentially Significant	MM 3.5-2. If, during the course of project development, any paleontological resources (fossils and fossil formations) are discovered, work shall be halted immediately within 50 feet of the discovery, and the County Planning Department shall be immediately notified. At that time, the County shall coordinate any necessary investigation of the discovery with a qualified paleontologist. The County shall consider the mitigation recommendations of the qualified paleontologist for any unanticipated discoveries of paleontological resources, and identify feasible and appropriate mitigation measures. Such measures may include avoidance, preservation in place, or other appropriate measures, as outlined in Public Resources Code Section 21083.2. The project applicant shall be required to implement any identified mitigation necessary for the protection of paleontological resources.	Less than Significant
Impact 3.5-3. Development of the project combined with other past, present and probable future development in the County of San Benito could result in the potential disturbance of cultural resources (i.e., prehistoric sites, historic sites, historic buildings, and isolated artifacts and features) and human remains.	Potentially Significant Cumulative	MM 3.5-3. Implement mitigation measures MM 3.5-1a and 3.5-1b .	Less than Significant Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.5-4. Development of the project combined with other past, present and probable future development in the County of San Benito could result in the disturbance of paleontological resources (i.e., fossils and fossil formations).	Potentially Significant Cumulative	MM 3.5-4. Implement mitigation measure MM 3.5-2.	Less than Significant Cumulative
3.6 – Geology and Soils			
Impact 3.6-1. Strong ground shaking occurring on the site during a major earthquake may cause severe damage to future buildings and structures.	Potentially Significant	All proposed improvements on the project site shall be designed and constructed according to recommendations by qualified design professionals and applicable building codes. Design plans shall be subject to review and approval by the appropriate design professional (i.e. geotechnical engineer, structural engineer) and the County as required.	Less than Significant
Impact 3.6-2. Project grading and removal of vegetation may result in soil exposure, increased erosion and sedimentation of downstream water bodies.	Potentially Significant	MM 3.6-2. All erosion control policies included within Section 5.3 of the Specific Plan, Resource Management Policies, Soils and Grading Protection Policies, as well as measures required within Mitigation Measure MM 3.8-2, shall be implemented during the construction and operational phases of the project.	Less than Significant
Impact 3.6-3. Due to soil characteristics and slopes, there is a potential for landslides on the relatively steeper slopes of the site.	Potentially Significant	MM 3.6-3. Geotechnical investigations shall be required in conjunction with the grading plans for each development phase of the project, in accordance with the timing for the Master Grading Plan. The geotechnical engineer shall evaluate the proposed grading and drainage improvements, and proposed building foundations. Recommendations shall include specifications for cut and fill slopes, and may include localized replacement of native soil with engineered fill, and specification of minimum setbacks from ravine areas. The developer shall implement all recommended mitigation measures, as required by County Public Works.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.6-4. The potential wastewater treatment facility is shown to be sited on a parcel which includes terrain classified as being “most susceptible” to landsliding. Landsliding could result in damage to the facility and potential contamination of the immediately surrounding area.	Potentially Significant	MM 3.6-4. In the event the WWTP treatment option is chosen, design consideration shall be made for locating the treatment plant building and effluent storage pond onto gently sloping terrain and keeping grading to a minimum. Additional geologic and geotechnical analysis shall be prepared as needed prior to the County’s issuance of any additional discretionary permit for the WWTP facility, including identifying specific measures to minimize potential landslide risk. The developer shall design and construct the facility such that it adequately addresses potential landsliding risks and implements the recommended measures as set forth in the geologic and geotechnical analyses and as approved by County Public Works.	Less than Significant
Impact 3.6-5. Granular soils and loose fills above groundwater on the site may be subject to seismic settlement.	Potentially Significant	MM 3.6-5. Engineered fills for construction of the project shall be placed and compacted in accordance with the recommendations of the design-level geotechnical reports and as approved by County Public Works to reduce the potential for seismically-induced settlements.	Less than Significant
Impact 3.6-6. Expansive soils present on the site may cause movement or heaving, potentially resulting in damage to foundations, concrete pads and pavements.	Potentially Significant	MM 3.6-6. Prior to issuance of grading permits for each phase of the project and in accordance with the timing required under the Master Grading Plan, site-specific geologic and geotechnical analyses shall be conducted for the project site to determine if expansive soils are present. If required by the geologic and geotechnical analyses, expansive soils shall be removed and replaced with low-expansivity soils, or if removal is infeasible, foundations shall be designed to accommodate movements caused by expansive soil, or expansive soils shall be conditioned and treated to minimize expansivity.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.6-7. The project, in combination with past, present, and reasonably foreseeable potential future projects, could result in the cumulative increase in the risk of geological impacts to the future residents of these projects.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
3.7 – Hazards and Hazardous Materials			
Impact 3.7-1. Implementation of the proposed project could result in the development of an on-site wastewater treatment plant that could potentially create a significant hazard to the public (including future students of the proposed school) or the environment through the routine transport, use, disposal or upset of hazardous materials associated with the plant.	Potentially Significant	MM 3.7-1. If the on-site wastewater treatment facility option is selected, the plant shall be designed, permitted and operated in accordance with local, state and federal regulations. The design of the plant shall be reviewed and approved by the Department of Public Works, the Regional Water Quality Control Board, and any other agencies as required by law.	Less than Significant
Impact 3.7-2. Development of the project in the vicinity of the underground natural gas pipeline may expose people to risk of upset conditions associated with a potential natural gas release or explosion.	Potentially Significant	MM 3.7-2a. Prior to issuance of the first grading permit for the project, the developer shall coordinate with PG&E representatives to ensure proper information is exchanged and protocols followed so that the existing pipeline is not disturbed. Digging and earthmoving activities in the immediate vicinity of the pipeline shall be monitored, and the pipeline right of way shall be accurately marked prior to construction. MM 3.7-2b. The gas pipeline right of way and linear park shall be indicated on all site plans for project development in the immediate vicinity of the pipeline, consistent with the overall conceptual site plan for the project. MM 3.7-2c. All project site plans for school facilities shall conform with Title 5 of the California Code of Regulations and California Education Code, and shall be consistent with the overall conceptual site plan for the project.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.7-3. Development of the proposed project may expose people, property or the environment to risks associated with soil contamination from hazardous and potentially hazardous material at the project site, including pesticide residues and petroleum hydrocarbons.	Potentially Significant	MM 3.7-3a. Prior to issuance of building and grading permits, the developer shall contract with a licensed professional to collect and properly dispose of all buckets, drums, and stained soils in the vicinity of 2201 Fairview Road, and stained soil within the vicinity of the trailer-mounted storage tank located at 2111 Fairview Road. If soil staining is present anywhere at depths greater than one foot, a licensed professional shall collect soil samples for laboratory testing. Appropriate mitigation, as determined by the licensed professional and the County, based on the results of the laboratory testing, shall be funded and implemented by the developer. MM 3.7-3b. Prior to demolition, the developer shall contract with a licensed professional to properly remove any septic tanks or pits. If unusual odors or staining are present upon removal of the septic tanks or pits, the developer shall contract with a licensed professional to collect soil samples for laboratory testing from beneath the septic tanks and/or pits. Appropriate mitigation, as determined by the licensed professional and the County, based on the results of the laboratory testing, shall be funded and implemented by the developer.	Less than Significant
Impact 3.7-4. Development of the proposed project, which includes a school, could potentially expose people, property or the environment to risks associated with off-site surrounding uses that are currently listed as using, storing, generating or releasing hazardous materials. However, the distance between identified hazardous material sites and the project site would serve to minimize risks of exposure.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.7-5. Development of the proposed project will result in the demolition of existing structures, which could contain asbestos or lead based building materials.	Potentially Significant	MM 3.7-5. Prior to demolition of the existing on-site structures, the interiors shall be inspected for the presence of asbestos-containing materials, and the exterior paint shall be tested for possible lead content. If asbestos-containing materials or peeling lead-based paint are found, they shall be removed in accordance with the required protocols prior to general demolition.	Less than Significant
Impact 3.7-6. Development of the proposed project could result in the contamination of groundwater through release of material into existing, on-site wells.	Potentially Significant	MM 3.7-6. Prior to issuance of the first grading permit for the project, all existing on-site wells shall be capped and/or filled to the satisfaction of the San Benito County Health Department.	Less than Significant
Impact 3.7-7. Implementation of the proposed project in addition to past, present and reasonably foreseeable, probable future projects as listed within Chapter 5.0, Cumulative Impacts Summary , may result in cumulative hazardous risk impacts.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
3.8 – Surface Water Hydrology and Water Quality			
Impact 3.8-1. Development of the proposed stormwater drainage system may create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems.	Potentially Significant	MM 3.8-1. As part of the tentative map application process for the first small-lot subdivision map, the project developer shall prepare and submit a master phase grading and drainage plan for the overall project site, meeting the criteria specified in the Santana Ranch Specific Plan and Engineering Report for Development of Santana Ranch (R/A, October 2008), as well as applicable Specific Plan policies. Site-specific grading and drainage plans shall be prepared for each phase of the project, and shall conform to the master phase grading and drainage plan for the overall site. The master phase grading and drainage plan, and subsequent site specific grading and drainage plans, shall be subject to review and approval by the County of San Benito. Said plans shall include the following provisions:	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		- All site drainage facilities shall conform to County of San Benito design standards, and shall be designed to detain the difference between a pre-development 10-year and 100-year storm event on the project site. - Impervious surfaces in the residential areas shall be minimized where possible to reduce runoff. - The existing roadside swale along Fairview Road and outfall to Santa Ana Creek shall be assessed by the project engineer to ensure there is adequate capacity to accommodate 10-year storm flows from the project, in combination with existing stormwater flows from all other tributary properties. The assessment shall include any required measures to ensure adequate stormwater capacity to accommodate 10-year stormwater flows from the project, and be included with the project drainage plans submitted for review and approval by the San Benito County Public Works Department. The swale and outfall shall be improved in accordance with any requirements of the Public Works Department to ensure adequate capacity.	
Impact 3.8-2. Soil disturbance associated with site preparation, grading and construction activities resulting from the proposed project may cause soil erosion and sedimentation, and/or the release of other pollutants into adjacent waterways.	Potentially Significant	MM 3.8-2. In accordance with RWQCB regulations, the developer shall prepare a Stormwater Pollution Prevention Plan (SWPPP) addressing stormwater management during the construction phase of the project. The SWPPP shall be consistent with RWQCB standards, and shall list Best Management Practices (BMPs), which specify how the discharger will protect water quality during the course of construction. Said BMPs shall include, but not be limited to, the following: Schedule earthwork to occur primarily during the dry season to prevent most runoff erosion.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		• Protect drainages and storm drain inlets from sedimentation with berms or filtration barriers, such as filter fabric fences, hay bales, or straw wattles. • Divert runoff from exposed slopes to on-site sediment basins before the runoff is released off-site. • Install gravel construction entrances to reduce tracking of sediment onto adjoining streets. • Sweep on-site paved surfaces and surrounding streets daily to collect sediment before it is washed into the storm drains or channels. • After construction is completed, clean all drainage culverts of accumulated sediment and debris. • Stabilize stockpiles of topsoil and fill material by watering daily, or by the use of chemical agents. • Store all construction equipment and material in designated areas away from waterways and storm drain inlets. Surround construction staging areas with earthen berms. • Wash and maintain equipment and vehicles in a separate bermed area, with runoff directed to a lined retention basin. • Collect construction waste daily and deposit in covered dumpsters. • All policies in Section 5.3 of the Santana Ranch Specific Plan (Water Quality During Construction section) shall be implemented.	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.8-3. The interim overland stormwater discharge from development of Phase I and Phase II development of the project could result in soil disturbance, erosion, sedimentation, and/or the release of other pollutants into adjacent waterways.	Potentially Significant	MM 3.8-3. The master phase drainage and grading plan for the project shall incorporate erosion and sedimentation control measures to minimize potential soil erosion associated with the temporary overland stormwater flow from Phases I and II of the project, to the satisfaction of the San Benito County Public Works Department. Measures may include, but are not limited to, the following: • Stabilization of the outfall area using rock channels or other energy-dissipating measures. • Installation of check dams at appropriate intervals within the overland channel to reduce water velocity and allow sediment to settle prior to reaching the detention basin.	Less than Significant
Impact 3.8-4. The proposed project would generate urban non-point contaminants, which would be carried in stormwater runoff from the project site and ultimately affect groundwater quality.	Potentially Significant	MM 3.8-4. All policies in Section 5.3 of the Santana Ranch Specific Plan (Water Quality Post Construction section) shall be implemented throughout the life of the project.	Less than significant
Impact 3.8-5. The proposed project in combination with past, present and reasonably foreseeable, probable future development in the area may cause a cumulative effect with regard to drainage and water quality.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
3.9 – Land Use and Planning			
Impact 3.9-1. The proposed project does not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental impact.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.9-2. The proposed project will not disrupt or divide an established community.	No Impact	No impact has been identified; therefore, no mitigation is proposed.	No Impact

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.9-3. The proposed project will not conflict with an established habitat conservation plan or natural community conservation plan.	No Impact	No impact has been identified; therefore, no mitigation is proposed.	No Impact
Impact 3.9-4. Development of the proposed project could create land use compatibility conflicts with surrounding uses.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.9-5. The proposed project, combined with other past, present, and reasonably foreseeable probable future projects in San Benito County may result in cumulative land use impacts to the project area.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
3.10 – Noise			
Impact 3.10-1. Construction activities occurring during the more noise-sensitive late evening and nighttime hours (i.e., 7 p.m. to 7 a.m.), as well as during daytime hours, could result in increased levels of annoyance and potential sleep disruption for occupants of nearby noise-sensitive land uses.	Potentially Significant	MM 3.10-1. During all phases of construction, the project developer shall adhere to the following requirements for construction activities with respect to hours of operation and idling and muffling of internal combustion engines: a) Noise-generating construction activities shall be limited to the hours between 7 a.m. to 7 p.m., and shall be prohibited on Sundays and federally-recognized holidays. b) Construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. c) Construction vehicles and equipment shall not be left idling for longer than five minutes when not in use.	Less than Significant
Impact 3.10-2. New and existing non-transportation related noise levels could exceed County noise standards at newly developed noise sensitive (residential and commercial) land uses within the	Potentially Significant	MM 3.10-2a. In conjunction with a tentative map submittal, an acoustical study shall be prepared and submitted by the developer to the County Planning and Building Department for review for proposed commercial land uses. For any	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
project.		potential noise impact, mitigation measures shall be identified and implemented by the developer to reduce operational noise levels, sufficient to achieve applicable County noise standards. Measures may include, but are not limited to, the use of sound barriers, setbacks, equipment enclosures, and incorporation of noise-reduction site/facility design features. The developer shall be responsible for implementing these measures during all phases of construction and operation of the project, as applicable. MM 3.10-2b. Noise-generating landscape and facility maintenance activities shall be prohibited on the premises of the school / community park site between 7p.m. and 7a.m. as an ongoing operational requirement within the project site. MM 3.10-2c. The recreational use of the Community Park shall be limited to between 7a.m. and 7p.m; limiting noise-generating landscape and facility maintenance activities to between 7a.m. and 7p.m; and prohibiting the use of amplified sound systems. MM 3.10-2d. In the event that the WWTP is ultimately constructed, an acoustical study shall be prepared by the developer for the proposed wastewater treatment plant, and shall be submitted for review and approval by the County at the time construction permits are applied for. Mitigation measures shall be identified to reduce operational noise levels, sufficient to achieve applicable County noise standards. Measures may include, but are not limited to, the use of sound barriers, equipment enclosures, and incorporation of noise-reduction site/facility design features. The developer shall be responsible for implementing these measures during all phases of construction and operation of the project, as applicable, and prior to final occupancy for any residences within the area bounded by Orchard Park Road and Hillcrest Road. MM 3.10-2e. The developer shall construct a six-foot tall	

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		sound barrier along the eastern and southern property lines of the LESSALT treatment plant site. The sound barrier shall adjoin and be of consistent construction (height, materials, etc.) as the sound barrier identified in MM 3.10-4, and shall be constructed prior to issuance of final occupancy for any residences within the area bounded by Sunnyslope Road and Park Center Drive.	
Impact 3.10-3 Implementation of the proposed project would not result in a significant increase in ambient mobile source noise levels at existing noise-sensitive land uses that would exceed the County's applicable noise standards.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.10-4. Predicted exterior noise levels at the proposed residences along Fairview Road could exceed the County's applicable exterior noise standard of 65 dBA CNEL.	Potentially Significant	Prior to issuance of the first occupancy permit for any phase of the project containing residential development along Fairview Road, the project developer shall implement the following mitigation measures: MM 3.10-4a. A sound wall shall be constructed adjacent to that phase along the western property line of the project site to shield proposed residential land uses from traffic noise on Fairview Road. The wall shall be of masonry construction, or material(s) of equivalent density, and constructed to a minimum height of six feet above the adjacent roadway grade. Sound barriers shall be of continuous construction with no visible gaps between construction materials or at the base of the barrier. In the event that openings along the barrier are required, such as for providing pedestrian or bicycle access, an acoustician shall be consulted to ensure that adequate noise shielding is maintained for proposed residential land uses. MM 3.10-4b. In the event that multi-story residences are proposed adjacent to Fairview Road, an acoustical study shall be prepared by the project developer and reviewed and approved by the County, including mitigation measures to	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		ensure that interior noise levels within upper floor areas of the dwelling units will maintain an acceptable noise level of 45 dBA CNEL/Ldn, or less. The study shall be submitted to the San Benito County Planning and Building Department in conjunction with the first associated building permit application for the multi-story residence at issue. The developer shall implement all recommended mitigation measures in the study prior to issuance of any certificates of occupancy for the multi-story residences.	
Impact 3.10-5. Predicted groundborne vibration levels would not be anticipated to exceed applicable thresholds of the California Department of Transportation for human annoyance or structural damage.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.10-6. Implementation of the proposed project in combination with past, present and reasonably foreseeable, probable future projects would not result in significant contributions to future cumulative noise levels.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than significant
3.11 – Public and Governmental Services			
Impact-3.11-1. The proposed project will increase service demands for police patrol and incident response. This increase in demand, however, will not trigger the need for new or expanded police facilities to serve the project.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.11-2. The proposed project will increase the demand for fire protection services, potentially resulting in the demand for new or expanded facilities to serve the project.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.11-3 The project is proposed to include a building site for an elementary school planned to accommodate approximately 700 students, the operation of which will generate air pollutants, additional traffic on area roadways, and potential safety hazards associated with proximity to an existing underground gas line.	Potentially Significant	Implementation of applicable mitigation measures in Chapter 3.3, Air Quality, Chapter 3.13, Traffic and Transportation, and Chapter 3.7, Hazards and Hazardous Materials.	Less than Significant
Impact 3.11-4. The proposed project will result in the development of new residences, which will result in additional demand on school facilities. This additional demand is anticipated to result in the need for future school facilities.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.11-5. The project will increase the generation of solid waste at the project site, thereby reducing the estimated long-term disposal capacity at the local landfill site, and potentially triggering the need to expand the facility, the construction and operation of which could result in environmental impacts.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.11-6. The proposed project will create new residences, which may result in additional demand for parks and recreational facilities, the construction and operation of which could result in environmental impacts.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.11-7. The proposed project, in combination with past, present, and reasonably foreseeable, probable future projects within San Benito County, may result in the need for new, expanded, or altered public service facilities, the construction and operation of which could result in environmental impacts.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
3.12 – Parks and Recreation			
Impact 3.12-1. The proposed project will result in the development 1,092 new residences and approximately 65,000 square feet of new neighborhood commercial space, which will result in additional demand for parks and recreational facilities.	Potentially Significant	MM 3.12-1a. Final certificates of occupancy shall not be issued for greater than 50 percent of the dwelling units for each phase of the project until the neighborhood and pocket park facilities associated with the specific phase are fully developed and available for use. MM 3.12-1b. Final certificates of occupancy shall not be issued for greater than 50 percent of the overall maximum number of dwelling units (545) within the Santana Ranch project until the linear park and Community Park are fully developed and available for use. MM 3.12-1c. The project's pedestrian and bicycle circulation network shall be developed in accordance with the project's phasing plan as approved by the Public Works Department.	Less than Significant
Impact 3.12-2. The proposed project will result in the construction of new parks and recreational facilities, which may have an adverse effect on the environment.	Potentially Significant	Implementation of mitigation measure MM 3.3-1 in Chapter 3.3, Air Quality and mitigation measures MM 3.10-1 and MM 3.10-2c in Chapter 3.10, Noise .	Less than Significant
Impact 3.12-3. The proposed project will result in the development of new residences and new neighborhood-serving commercial and mixed uses, which could, in combination with other past, present and reasonably foreseeable, probable future projects, contribute incrementally to demand for parks and recreational facilities in the area.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.12-4. The proposed project will include the operation of new park and recreational facilities, which could, in combination with other past, present and reasonably foreseeable, probable future projects, contribute incrementally to water supply impacts within the groundwater basin serving the project.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
3.13 – Traffic and Circulation			
Impact 3.13-1. With the addition of project-generated traffic, the following intersections will operate at unacceptable levels of service and/or traffic signal warrants will be met. This is considered a significant impact. Airline Highway and Union Road Highway 25 and Wright Road Memorial Drive and Hillcrest Road Union Road/Mitchell Road and Highway 156 Valley View Road and Sunnyslope Road Cienega Road and Union Road Fairview Road and McCloskey Road. Specific Impacts to each of these intersections are listed below, along with associated mitigation measures.	See Below	See Below	See Below
Airline Highway and Union Road In total, the project is contributing only 1.6% of the traffic to this intersection. However, this addition of project traffic at this intersection will cause the level of service to degrade from an acceptable level of service C under background conditions to an unacceptable level of service D under project conditions during the AM peak-hour.	Potentially Significant	MM 3.13-1a: Modifying the existing traffic signal to include protected left-turn phasing for the Union Road approaches, and adding exclusive eastbound and westbound right-turn lanes on Union Road would restore traffic operations to an acceptable level of service. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Highway 25 and Wright Road In total, the project is contributing only 4% of the traffic to this intersection. However, the addition of project traffic at this intersection will cause the level of service to degrade from an acceptable level of service C under background conditions to an unacceptable level of service D under project conditions during the AM peak-hour. During the PM peak hour, this intersection is projected to operate at an unacceptable level of service F under background conditions and the addition of project traffic will cause the average delay to increase by more than five (5) seconds.	Potentially Significant	MM 3.13-1b: This intersection is situated on the portion of Highway 25 for which City of Hollister/San Benito County TIF funds will be used to partially fund the future widening. In terms of additional needed improvements, signalizing this intersection and providing left-turn pockets on the Highway 25 approaches will restore acceptable traffic operations at this intersection. Currently, these identified improvements to Highway 25 are covered by the TIF. Given the regional significance of improvements to Highway 25, associated pre-planning, design and implementation of necessary acquisition of adjacent lands by CalTrans, as well as the substantial costs associated with constructing them, it is anticipated these improvements will continue to be covered by the TIF. The developer shall pay the applicable TIF fee as a fair share contribution toward these identified improvements, and such payment would mitigate the project's impacts to the extent feasible. In the event the TIF does not ultimately cover these improvements to Highway 25, there is no other feasible means for the project to mitigate its nominal impact. Without the TIF, there would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial costs associated therewith and the need for significant contributions from many additional property owners based on the project's comparatively very small contribution of trips to Highway 25. In that event, this impact would be considered significant and unavoidable. If the associated improvements to Wright Road are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements to Wright Road at this intersection. If the improvements to Wright Road are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements to Wright Road at this intersection. Even if the	Significant and Unavoidable

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		developer pays a TIF and/or Benefit Area fee toward the improvements to both Highway 25 and Wright Road, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	
Union Road/Mitchell Road and Highway 156 In total, the project is contributing 2.8% of the traffic to this intersection. However, the addition of project traffic will cause the intersection operations to degrade to an unacceptable level of service D during the AM peak hour.	Potentially Significant	MM 3.13-1c: Modifying the existing traffic signal to include protected left-turn phasing for the Union Road/Mitchell Road approaches will restore acceptable traffic operations at this intersection. If these improvements to Union Road and Mitchell Road are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements to Union Road and Mitchell Road are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable
Cienega Road and Union Road In total, the project is contributing only 5.4% of the traffic to this intersection. However, with the addition of project traffic, the traffic volume at this intersection is projected to be high enough under both peak-hour conditions to satisfy the peak-hour volume traffic signal warrant.	Potentially Significant	MM 3.13-1d: Although the levels of service at this intersection are in the LOS C range, the traffic volumes are high enough that a signal may be needed to assign right-of-way and maintain the orderly flow of traffic. Signalizing this intersection may be needed to restore acceptable traffic conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will	Significant and Unavoidable

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	
Fairview Road and McCloskey Road In total, the project is contributing 12.5% of the traffic to this intersection. However, the addition of project traffic at this intersection will cause the peak-hour volume traffic signal warrant to be satisfied during the AM peak hour. The traffic volume at this intersection is projected to be high enough under both peak-hour conditions to satisfy the peak-hour volume traffic signal warrant. Although the levels of service at this intersection are in the LOS C range, the traffic volumes are high enough that a signal may be needed to assign right-of-way and maintain the orderly flow of traffic.	Potentially Significant	MM 3.13-1e: Signalizing this intersection may be needed to restore acceptable traffic conditions. Prior to issuance of the 501st residential building permit and building permit(s) for commercial uses in excess of 50,000 square feet, the developer shall construct the required signal improvements, subject to any fee credits and/or reimbursement for which the developer may be eligible. The County, in its discretion, may modify the timing of construction of the identified improvements to a later date, based on a supplemental traffic analysis provided by the developer that demonstrates, based on substantial evidence, that the need for the identified improvement will not be triggered until such later date. With implementation of this mitigation measure, this impact would be less than significant with mitigation incorporated.	Less Than Significant
Memorial Street and Hillcrest Road In total, the project is contributing only 9.2% of the traffic to this intersection. However, the addition of project traffic will cause the intersection operations to degrade to an unacceptable level of service E during the PM peak hour. The addition of project traffic at this intersection will cause the peak-hour volume traffic signal warrant to be satisfied during the AM peak hour.	Potentially Significant	MM 3.13-1f: Signalizing this intersection will restore acceptable traffic conditions at this intersection. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable
Valley View Road and Sunnyslope Road In total, the project is contributing 19.3% of the traffic to this intersection. However, the addition of project traffic at this intersection will cause the	Potentially Significant	MM 3.13-1g: Signalizing this intersection and providing a westbound left-turn pocket and a separate northbound left-turn pocket will restore acceptable traffic conditions to this intersection. Prior to issuance of the 145th residential building	Less Than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
level of service to degrade from an acceptable level of service C under background conditions to an unacceptable level of service F under project conditions during both the AM and PM peak-hours. The addition of project traffic at this intersection will cause the peak-hour volume traffic signal warrant to be satisfied during both peak hours.		permit for the project, the developer shall construct the required signal and turn pocket improvements, subject to any fee credits and/or reimbursement for which the developer may be eligible. The County, in its discretion, may modify the timing of construction of the identified improvements to a later date, based on a supplemental traffic analysis provided by the developer that demonstrates, based on substantial evidence, that the need for the identified improvement will not be triggered until such later date. With implementation of this mitigation measure, this impact would be less than significant with mitigation incorporated.	
Impact 3.13-2. In total, the project will contribute traffic to these sections of Highways 25 (SR 25 6.05% AM, 7.30% PM) and 156 (5.45% AM, 7.22% PM). However, the section of Highway 25 between US 101 and Highway 156 and the section of Highway 156 between Union Road and The Alameda are projected to operate at unacceptable levels of service with the addition of project generated traffic	Significant	MM 3.13-2: Operations on these highways could be restored to acceptable conditions by widening the highways to four lanes or by adding passing lanes at strategic locations. Currently, these identified improvements are covered by the TIF. Given the regional significance of these improvements, associated pre-planning, design and implementation of necessary acquisition of adjacent lands by CalTrans, as well as the substantial costs associated with constructing them, it is anticipated these improvements will continue to be covered by the TIF. The developer shall pay the applicable TIF fee as a fair share contribution toward these identified improvements, and such payment would mitigate the project's impacts to the extent feasible. In the event the TIF does not ultimately cover these improvements, there is no other feasible means for the project to mitigate its nominal impact. Without the TIF, there would be no other plan or program in place that could be reasonably expected to result in the timely construction of these improvements given the substantial costs associated therewith and the need for significant contributions from many additional property owners based on the project's comparatively very small contribution of trips to these highway segments. In that event, this impact would be considered significant and unavoidable. However, even if the	Significant and Unavoidable

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		TIF is paid, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	
Impact 3.13-3. Under Cumulative Plus Project conditions the following intersections will operate at unacceptable levels of service and/or signal warrants will be met: Airline Highway and Union Road Cienega Road and Union Road East Street and Fourth Street Fairview Road/Ridgemark Drive and Airline Highway Fairview Road and Fallon Road Highway 156 and Fairview Road Highway 25 and Wright Road McCray Street and Hillcrest Road Memorial Street and Hillcrest Road San Benito Street and South Street San Felipe Road and McCloskey Road/Wright Road Union Road/Mitchell Road and Highway 156 Valley View Road and Sunnyslope Road Westside Boulevard and Nash Road Highway 25 Bypass and Hillcrest Road	See Below	See Below	See Below
Fairview Road/Ridgemark Drive and Airline Highway. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant.	Potentially Significant Cumulative	MM 3.13-3a: Signalization of this intersection will maintain acceptable traffic operations under cumulative conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips)	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	
Fairview Road and Meridian Street. The traffic volume at this intersection is projected to be high enough under PM peak-hour conditions to satisfy the peak-hour volume traffic signal warrant. Although the levels of service at this intersection are in the LOS B and C range, the traffic volumes are high enough that a signal may be needed to assign right-of-way and maintain the orderly flow of traffic.	Potentially Significant Cumulative	MM 3.13-3b: Signalization of this intersection will maintain acceptable traffic operations under cumulative conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Memorial Drive and Hillcrest Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant.	Potentially Significant Cumulative	MM 3.13-3c: Signalization of this intersection, the addition of dedicated left-turn lanes on all four approaches, and the operation of the traffic signal with protected left-turn phasing will maintain acceptable traffic conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Union Road/Mitchell Road and Highway 156. Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours.	Potentially Significant Cumulative	MM 3.13-3d: Modifying the existing traffic signal to include protected left-turn phasing for the Union Road/Mitchell Road approaches, adding a second northbound left-turn lane, adding an exclusive southbound left-turn lane, and adding a second through lane in each direction on Highway 156 will restore acceptable traffic operations. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Highway 25 Bypass and Hillcrest Road. Under cumulative conditions this intersection is projected to exceed the level of service standard during the PM peak hour.	Potentially Significant Cumulative	MM 3.13-3e: Adding a second westbound through lane on Hillcrest Road will restore acceptable traffic operations. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Cienega Road and Union Road. Under cumulative conditions this intersection is projected to operate at LOS F during the AM and PM peak-hours and the traffic volume during both peak hours is projected to be high enough to meet	Potentially Significant Cumulative	Required mitigation within MM 3.13-1d	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
the traffic signal warrant. The developer shall pay the applicable County TIF or Benefit Area fee as a fair share contribution toward improvements at this intersection, as identified in MM 3.13-1d. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project.			
Highway 25 and Wright Road Under cumulative conditions this intersection is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant. The developer shall pay the applicable County TIF or Benefit Area fee as a fair share contribution toward improvements at this intersection, as identified in MM 3.13-1b. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project.	Potentially Significant Cumulative	Required mitigation within MM 3.13-1b	Significant and Unavoidable Cumulative
Airline Highway and Union Road Under cumulative conditions this intersection is projected to exceed the level of service standard during the PM peak hour. The developer shall pay the applicable County TIF or Benefit Area fee as a fair share contribution toward improvements at this intersection, as identified in MM 3.13-1a. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project.	Potentially Significant Cumulative	Required mitigation within MM 3.13-1a	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Valley View Road and Sunnyslope Road Under cumulative conditions this intersection is projected to exceed the level of service standard during both the AM the PM peak hours. Signalizing this intersection and providing a westbound left-turn pocket and a separate northbound left-turn pocket will restore acceptable traffic conditions to this intersection. Prior to issuance of the 145th residential building permit for the project, the developer shall construct the required signal and turn pocket improvements, subject to any fee credits and/or reimbursement for which the developer may be eligible, as identified in MM 3.13-1g.	Potentially Significant Cumulative	Required mitigation within MM 3.13-1g	Less Than Significant Cumulative
Impact 3.13-4. East Street and Fourth Street. Under cumulative conditions the intersection of East Street and Fourth Street is projected to operate at LOS F during the AM and PM peak-hours and the PM peak-hour traffic volume is projected to be high enough to meet the traffic signal warrant.	Potentially Significant Cumulative	MM 3.13-4. Signalizing this intersection will restore acceptable traffic conditions to this intersection. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Impact 3.13-5. Fairview Road and Fallon Road. Under cumulative conditions the intersection of Fairview Road and Fallon Road is projected to exceed the level of service standard during both peak hours and the traffic volume during both peak hours is projected to be high enough to meet the traffic signal warrant.	Potentially Significant Cumulative	MM 3.13-5. Signalization of this intersection and protected left-turn phasing on Fairview Road will maintain acceptable traffic operations under cumulative conditions. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project.	
Impact 3.13-6. Highway 156 and Fairview Road. Under cumulative conditions, the intersection of Highway 156 and Fairview Road will operate at an unacceptable level of service F during the PM peak hour.	Potentially Significant Cumulative	MM 3.13-6. Dedicated right-turn lane on the northbound Highway 156 approach would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Impact 3.13-7. McCray Street and Hillcrest Road. Under cumulative conditions, the intersection of McCray Street and Hillcrest Road will operate at an unacceptable level of service.	Potentially Significant Cumulative	MM 3.13-7. Modification of the existing traffic signal to include protected left-turn phasing on the east and west approaches and adding a dedicated right-turn lane on both Hillcrest Road approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.13-8. San Benito Street and South Street. Under cumulative conditions, the intersection of San Benito Street and South Street will operate at an unacceptable level of service.	Potentially Significant Cumulative	MM 3.13-8. Conversion of all approaches at the intersection to have one left-turn lane, one through lane, and one right-turn lane, and conversion of the existing traffic signal to operate with protected left-turn phasing on all approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Impact 3.13-9. San Felipe Road and McCloskey Road/Wright Road. Under cumulative conditions, the intersection of San Felipe Road and McCloskey Road/Wright Road will operate at an unacceptable level of service.	Potentially Significant Cumulative	MM 3.13-9. Signal modifications to include protected left-turn phases and provision of a dedicated through lane and a dedicated right-turn lane on the McCloskey Road/Wright Road approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.13-10. Westside Boulevard and Nash Road. Under cumulative conditions, the intersection of Westside Boulevard and Nash Road will operate at an unacceptable level of service.	Potentially Significant Cumulative	MM 3.13-10. The provision of one left-turn lane and one shared through/right-turn lane on all approaches would mitigate this impact. If these improvements are covered in the TIF, then the developer shall pay the applicable TIF fee as a fair share contribution toward improvements at this intersection. If the improvements are not covered in the TIF, then developer shall pay its fair share contribution (based on its pro rata contribution of trips) to the Benefit Area toward improvements at this intersection. However, payment of the fee alone will not guarantee the timely construction of the identified improvements to mitigate the impacts of the project. This impact is therefore considered significant and unavoidable.	Significant and Unavoidable Cumulative
Impact 3.13-11. Buildout of the proposed project will result in a need for on-site parking facilities.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
3.14 – Wet and Dry Utilities			
Impact 3.14-1. The proposed project will increase the demand for potable water. However, the existing public water system serving the project site can adequately supply the proposed project, including existing and planned future uses over a 20-year projection.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.14-2. A new wastewater treatment plant may be required to be constructed to serve the project. Construction of the treatment plant could result in degradation of surface water quality; degradation of groundwater quality; creation of mosquito breeding sites; noise impacts; on-going odors and potential release of hazardous materials near a residential area.	Potentially Significant	MM 3.14-2a. If the on-site wastewater treatment facility option is selected, the plant shall be designed, permitted and operated in accordance with local, state and federal regulations. The design of the plant shall be reviewed and approved by the County's Public Works and Environmental Health Departments, the Regional Water Quality Control Board, and any other agencies as required by applicable law and regulations.	Less than Significant

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
		MM 3.14-2b. If the on-site wastewater treatment facility option is selected, the facilities shall be enclosed or covered, and air within the storage tanks and process treatment rooms shall be passed through scrubbers before being vented to the outside. In the event odors are produced at the proposed sewage pump station, chemicals such as potassium permanganate to provide oxygen to oxidize the odiferous sulfur compounds to non-odorous compounds shall be added; or, if necessary, venting through subsurface soil "scrubber" trenches, or through above-ground activated carbon canister-type filters shall occur.	
Impact 3.14-3. The proposed project will require the expansion and construction of new stormwater drainage facilities, which could result in impacts to air and water quality.	Potentially Significant	MM 3.14-3. All required water quality and soil erosion protection measures required within Mitigation Measures MM 3.8-2 and MM 3.8-3 shall be implemented during the construction of the required stormwater drainage facilities for the project.	Less than Significant
Impact 3.14-4. The proposed project could be served by a landfill that does not have sufficient permitted capacity to accommodate the project's solid waste needs.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.14-5. The proposed project could potentially not comply with federal, state and local statutes and regulations related to solid waste.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.14-6. The proposed project could result in the wasteful or inefficient consumption of electricity, natural gas and gasoline.	Less than Significant	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant
Impact 3.14-7. The proposed project, in addition to past, present, and reasonably foreseeable, probable future projects in the vicinity, will generate demand for water treatment services, potentially resulting in the need for new or expanded wastewater treatment services.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative

Potential Project and Cumulative Impacts	Level of Significance w/o Mitigation	Summary of Mitigation Measure(s)	Resulting Level of Significance
Impact 3.14-8. The proposed project, in addition to past, present, and reasonably foreseeable, probable future projects in the vicinity could require the expansion and/or construction of new stormwater drainage facilities, which could result in cumulative environmental impacts to air and water quality.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
Impact 3.14-9. The project, combined with other past, present and reasonably foreseeable, probable future projects within the County, could result in insufficient permitted capacity to accommodate the solid waste needs of this cumulative development.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative
Impact 3.14-10. The proposed project, in combination with other past, present and reasonably foreseeable, probable future development within the County, could result in the wasteful or inefficient consumption of electricity, natural gas and gasoline.	Less than Significant Cumulative	No significant impact has been identified; therefore, no mitigation is proposed.	Less than Significant Cumulative