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## **5.0 CUMULATIVE IMPACTS SUMMARY**

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This chapter of the EIR identifies the cumulative impacts associated with the proposed project as statutorily required by CEQA. Cumulative impacts expected from the project are the result of combining the potential effects of the project with other cumulative development identified by the County of San Benito, as listed in Table 5.1, below, as well as that anticipated by growth within the *San Benito County General Plan*. The following discussion considers the impacts of the relevant environmental areas. This information is taken from the various analyses within **Chapter 3.0** of this EIR.

### 5.1 ANALYSIS REQUIREMENT

#### CEQA GUIDELINES

CEQA requires that an EIR contain an assessment of the cumulative impacts that could be associated with the proposed project. According to CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." This determination is based on an assessment of the project's incremental effects viewed in relation with the effects of past projects, the effects of other current projects and the effects of probable future projects. As defined in CEQA Guidelines Section 15355, cumulative impacts refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

When determining whether a cumulative impact must be analyzed, there are two related determinations to make:

- Is the combined impact of the project and other projects significant?
- Is the project's incremental effect cumulatively considerable?

An EIR may find that the project's contribution to a significant cumulative impact will not be cumulatively considerable based on appropriate mitigation. This finding can be made if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

In addition, Section 15130(b) identifies the following five elements that are necessary for an adequate cumulative analysis:

1) Either:

- a) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency (i.e., list-of-projects approach),

OR

- b) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency (i.e., summary-of-projections approach).

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- 2) When utilizing a list, as suggested in paragraph (1) ... [above], factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic. The key question in considering whether other projects is whether it was reasonable and practical to include the projects and whether, without their inclusion, the severity and significance of the cumulative impacts were reflected adequately.
- 3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used. No fixed standards apply, and the agency has discretion to determine an appropriate geographic scope for the analysis.
- 4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and
- 5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. CEQA Guidelines Section 15130(a) also states the following with regard to cumulative impacts that are not significant:

- As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR (Section 15130(a)(1)).
- When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR. A Lead Agency shall identify facts and analysis supporting ... [its] conclusion that the cumulative impact is less than significant (Section 15130(a)(2)).
- An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. The Lead Agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable (Section 15130(a)(3)).

## 5.2 CUMULATIVE IMPACT ANALYSIS AND ASSUMPTIONS

Based on project conditions, assessment of the project's contribution to cumulative impacts were discussed for each of the topic areas in **Chapter 3.0 Environmental Setting, Impacts and Mitigation Measures**. Using the "list" method identified above, the impacts associated with that growth were projected. Cumulative area projects evaluated, in addition to the proposed project, are listed in **Table 5.1**. This list was compiled in January 2008.

The potential impacts resulting from a project may not be significant, or may be mitigated to less-than-significant levels. However, when the remaining less-than-significant impacts are considered along with the incremental effects of other projects, the resulting cumulative impact may become significant. The discussion of cumulative impacts is required under CEQA when such impacts may be significant, although the level of discussion may be general in nature. For each section, the discussion of cumulative impacts of these projects follows direct project impacts and mitigation measures. Throughout the cumulative analysis presented in this EIR, the appropriate cumulative context is described and considered in light of the types of impacts created by the project. The cumulative impacts summarized below are also presented in each of the Environmental Analysis Subsections of the EIR (see **Chapters 3.1 through 3.14**). Each cumulative impact is determined to have one of the following levels of significance: **less than significant**, **potentially significant**, or **significant and unavoidable**. Cumulative impacts that are determined to be significant and unavoidable will require a Statement of Overriding Considerations.

The following analysis of cumulative impacts considers the effects of other approved, pending or planned projects in the Hollister vicinity which could collectively result in potentially significant impacts when combined with the incremental effects of the project. As shown in **Table 5.1** below, there are 18 pending or approved residential projects in northern San Benito County and the City of Hollister which include a total of 1,218 dwelling units.

**TABLE 5.1**  
**PENDING OR APPROVED RESIDENTIAL PROJECTS IN**  
**NORTHERN SAN BENITO COUNTY AND THE CITY OF HOLLISTER**

#	Project Name	Size/Land Use	Location
<b>Commercial/Industrial Projects</b>			
1	Ausonio Inc.	2 office bldgs. totaling 15,600 s.f.	1850 Airway Dr., Lot 10
2	Bob Enz	10,800 s.f. ind. bldg.	1900 Aerostar Way
3	Bob Enz	10,800 s.f. ind. bldg.	1961 Airway Dr.
4	Carlisle Office Park	5 office bldgs. totaling 17,948 s.f.	Bert Dr.
5	City of Hollister - Animal Shelter	7,908 s.f. bldg. for animal shelter	1321 South St.
6	6 El Grullense	Façade imp. to convert auto svc. bldg. to a take-out rest.	249 San Benito St.
7	Hazel Hawkins Hospital	60,500 s.f. hospital expansion (From TIA)	911 Sunset Dr.

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#	Project Name	Size/Land Use	Location
8	Joel Grow	15,755 s.f. ind. bldg.	Shelton Dr.
9	Life Sparc	4,240 temp. modular office	1971 Airway Dr.
10	Life Sparc - Phase 2	New 10,240 s.f. warehouse use	1971 Airway Dr.
11	Mark Verdegaal	17,600 s.f. ind. bldg.	1701 Lana
12	Mark Verdegaal	12,000 s.f. ind. bldg.	1801 Lana
<b>Residential Projects</b>			
13	Anderson Homes	6 homes	Between Mulberry Ct., Alder Ct., and Evergreen Ct.
14	Annotti Senior Project	170 senior apartments	W/o Valley View, S/o Hazel Hawkins Hospital, E/o Airline Hwy., N/o Valle Way
15	Award Homes	595 homes	W/o Fairview Rd., S/o St. Benedict's Church, E/o Calistoga Dr.
16	Award Homes	100 apartments	W/o Fairview Rd., S/o St. Benedict's Church, E/o Calistoga Dr.
<b>Residential Projects</b>			
17	Brigantino	15 homes	N/o Brigantino Dr., S/o Santa Ana Rd.
18	Cerra Vista 4	20 homes	S/o Union Rd. at Cerra Vista Dr.
19	Eden West	55 homes	Between Apricot Ln., Line St., Steinbeck Dr., and Cannery Row
20	Hillock Ranch	41 homes	S and W of Hillock Dr., E/o Morning Glory, along Jasmine and Honeysuckle
21	Hillview Subdivision	25 homes	S/o Buena Vista Rd., W/o Ranchito Dr., E/o Beresini Ln., N/o Central Ave.
22	La Baig 5 (Koch)	45 homes	N/o Meridian along Koch
23	Las Brisas 7	3 homes	N/o Sunnyslope Rd., E and W of Clearview Dr. along Marilyn Ct. and McDonald Ct.
24	Las Brisas 8	14 homes	N/o Sunnyslope Rd., E and W of Clearview Dr. along Marilyn Ct. and McDonald Ct.
25	Valley View Phase 3	9 homes	Along Driftwood St., E end of Bayberry St. and S/o Valleyview Rd.

#	Project Name	Size/Land Use	Location
26	Valley View Phase 6	5 homes	Along Driftwood St., E end of Bayberry St. and S/o Valleyview Rd.
27	Vista Meadows Senior Apartments	72 senior apartments	N/o East Park St., E/o Sherwood Dr.
28	Walnut Park A	5 homes	E and W side of Calistoga Dr., between Union Rd. and Brighton Dr.
29	Walnut Park B	27 homes	E and W side of Calistoga Dr., between Monte Vista and Vallejo Dr.
30	Westside Apartments	11 apartments	NE corner of 4th St./Westside Blvd.

Source: City of Hollister Planning Department, January 2008.

**Table 5.1** does not include projects that have been completed. Based on the countywide average of 3.25 persons per dwelling, these projects would result in a population increase of 3,959.

In addition to the above projects, the proposed Fairview Corners/Gavilan College Master Plan project is proposed in close proximity to the Santana Ranch project. The project site is located at the northeast corner of Fairview Road and Airline Highway, covering roughly 137 acres of vacant land. Buildout of the proposed project would include a 3,500-student community college campus, 70 on-campus housing units, 35,000 square feet of retail space, and 220 single-family homes. This project is included within the cumulative analysis. Based on an assumption of two occupants per on-campus housing units and 3.25 persons per standard housing unit, it is estimated that this project will result in a population increase of 790.

When all approved, pending and anticipated projects are considered, including the proposed Santana Ranch Specific Plan project (population 3,549), the resulting increase in population of 7,508 would increase the current county population of approximately 55,000 to 62,508.

## AESTHETICS AND VISUAL RESOURCES

### Cumulative Visual Effect

**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. This impact is considered to be **less than significant with mitigation incorporated**.

The Santana Ranch project will result in the conversion of the project site from rural uses to suburban uses. Other planned projects along the Fairview Road corridor include:

- **Gavilan College San Benito Campus** This project involves the construction of a 3,500 full-time equivalent (FTE) student college facility, as well as approximately 285 residential units and 35,000 square feet of retail space, on 137-acre site at the northeast corner of Fairview Road and Airline Highway.

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- **Award Homes Subdivision** 595 single family homes and 100 apartment units are proposed for this project on the west side of Fairview Road, south of St. Benedict's Church and east of Calistoga Drive within the City of Hollister.

It is also anticipated that, over time, the Fairview Road corridor will be further developed, consistent with its Special Study Area designation.

The proposed project, in combination with past, present and probable future projects, will therefore result in the gradual conversion of the rural visual character of the Fairview Road corridor to a more urban character, representing a potentially significant cumulative impact. Due to the size of the proposed project, the incremental contribution of the project to this potentially significant cumulative impact could also be potentially significant. This corridor, however, has been previously designated by the County as an Area of Special Study. As discussed previously, the purpose of this designation is to identify areas of the County suitable for higher intensity development, in order to discourage scattered, uncoordinated development in the more rural areas of the County, thereby helping maintain the overall rural character of the County.

The Fairview Road corridor has not been designated as a County scenic route. Therefore, the proposed project, in combination with anticipated future development along the Fairview Road corridor, will not result in cumulative impacts to any County-designated scenic resources. While public views of the project site and Fairview Road corridor are available, these views are primarily available to motorists on Fairview Road, and are compromised by intervening structures along the roadway. Further, the Specific Plan contains design guidelines and design features that will result in the development of a landscaped corridor of high visual quality along the project's Fairview Road frontage. Therefore, while the gradual development of the roadway corridor will result in changing the visual character of the corridor from rural to suburban, it is not anticipated this change in visual character will result in a significant negative visual impact.

As the roadway corridor becomes developed with planned and reasonably foreseeable future projects, additional exterior light and glare will result, which could, in addition to light and glare generated by the proposed project, result in cumulative light and glare impacts to the area. The proposed project, however, will be required to comply with the County's Development Lighting Regulations, which require implementation of measures to minimize glare and light spillage onto adjacent properties (**Mitigation Measure MM 3.1-3, Section 3.1, Aesthetics/Visual Quality**). Other cumulative projects along Fairview Road will also be required to comply with this requirement. The project, in combination with reasonably foreseeable probable future development, will therefore not result in significant cumulative light and glare impacts to the area.

Finally, future development projects within the Fairview Road Area of Special Study are required to submit a project specific plan for review and approval by the County, similar to the proposed Santana Ranch Specific Plan. It is anticipated that future specific plans, similar to the proposed Specific Plan, will be required to include architectural design controls, landscaping along the Fairview Road corridor and within project boundaries, and other visual amenities to ensure that the corridor will be of high visual quality. Therefore, while it is anticipated that change will occur, this change will not necessarily be negative or adverse, providing that design controls are enforced and existing General Plan policies addressing project aesthetics and character are implemented, as required in **Mitigation Measures MM 3.1-1 through MM 3.1-3, set forth in Section 3.1, Aesthetics/Visual Quality**.

For the reasons outlined above, the project's incremental aesthetic impacts, in combination with other past, present and reasonably foreseeable, probable future development along the Fairview Road corridor, are anticipated to be **less than significant with mitigation incorporated**.

### AGRICULTURAL RESOURCES

#### Cumulative Conversion of Farmland

**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. This impact is considered to be **less than significant**.

Portions of the project site, as well as lands extending north to Santa Ana Valley Road, and south to approximately Maranatha Drive, have been classified as Farmland of Local Importance by the San Benito County Important Farmland map. The conversion of the project site from dry farming and orchard uses to suburban uses will result in the loss of this farmland, and will contribute incrementally to the loss of farmland as a result of past, present and reasonably foreseeable, probable future development on lands to the north and south of the project site, as well as probable future development of lands to the south of the project site. This is considered a **potentially significant cumulative impact**.

While agricultural uses are permitted on the project site and lands to the south under the "Rural" land use designation, and the project site is currently used for dry farming and a walnut orchard, the project site and lands to the south have been previously designated by San Benito County as an "Area of Special Study," which would allow for higher-density residential projects through implementation of a specific plan. The purpose of this designation is to protect the existing natural resources in the County, which would include productive agricultural farmland areas, by directing urban growth to areas in the County more suitable for urban uses. Further, the soils on the project site and lands to the south are not classified as Prime or Unique Farmland or Farmland of Statewide Importance. Because the project is consistent with the County's agricultural preservation strategy, does not propose development in areas not previously planned for future development, and does not contain prime soils, the proposed project's contribution to the cumulative loss of farmland in the region would be considered **less than significant**.

### AIR QUALITY

#### Cumulative Contribution to Regional Air Quality Conditions

**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. As a result, this impact is considered **potentially significant**.

As discussed earlier in this chapter, the basin is designated as a nonattainment area for the state ozone and PM<sub>10</sub> ambient air quality standards. As a result, project-generated emissions of either of the ozone precursor pollutants (i.e., ROG and NO<sub>x</sub>) or PM<sub>10</sub> that would exceed MBUAPCD significance thresholds, would also be considered to have a significant incremental contribution to cumulative air quality conditions. In addition, a project that would result in a change in land

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use and corresponding increases in VMT may result in an increase in VMT that is unaccounted for in regional emissions inventories contained in regional air quality control plans.

As discussed in **Impacts 3.3-1** and **3.3-2**, the proposed project's predicted short-term construction-generated emissions of particulate matter, as well as long-term operational emissions, would exceed MBUAPCD significance thresholds. In addition, as discussed earlier in this chapter, implementation of the proposed project would result in a change in land use and an anticipated increase in VMT. Based on the modeling conducted, the proposed project would result in an estimated 13,170 trips/day. Project-generated increases in VMT could conflict with emissions inventories contained in regional air quality attainment plans and could contribute, on a cumulative basis, to the region's non-attainment status. As a result, the project's contribution to cumulative impacts to regional air quality conditions would be considered **potentially significant**.

### **MM 3.3-6**      Implement Mitigation Measures **MM 3.3-1** and **MM 3.3-2**.

Implementation of **MM 3.3-1** and **MM 3.3-2** would reduce short-term and long-term increases in emissions attributable to the proposed project. However, as previously discussed, long-term operational increases in emissions would still be anticipated to exceed MBUAPCD's significance thresholds. As a result, this impact would be considered **significant and unavoidable**.

### **Cumulative Local Air Quality Impacts**

**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. Therefore, the proposed project's cumulative contribution to local air quality conditions would be considered **less than significant**.

As previously discussed, no major stationary sources of localized air pollutants, including odors and TACs, have been identified in the project site. As a result, implementation of the proposed project would not result in a significant incremental contribution to cumulative TAC or odor concentrations in the area. Implementation of the proposed project would, however, result in an increase in vehicle use along area roadways that could contribute to localized mobile-source pollutant concentrations. The primary criteria air pollutant of local concern is CO. The project's contribution to localized CO concentrations was analyzed in **Impact 3-3, in Section 3.3, Air Quality**. The modeling of localized CO concentrations takes into account background emissions associated with past, present and reasonably foreseeable probable future development. Based on the modeling conducted, implementation of the proposed project would not be anticipated to significantly contribute to cumulative localized concentrations of CO that would exceed applicable ambient air quality standards. Therefore, the proposed project's incremental contribution to cumulative local air quality conditions would be considered **less than significant**.

### **Increases of Greenhouse Gas Emissions**

**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. Due to design features incorporated into the project, this impact is considered to be **less than significant**.

As set forth in the proposed CEQA Guidelines section 15064.4, the determination of the significance of greenhouse gas emissions calls for careful judgment by the lead agency consistent with the provisions in CEQA Guidelines section 15064. A lead agency should make a good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project. The following discussion focuses on the proposed project's contribution to global climate change by quantifying GHG emissions and qualitatively discussing the project's emission-reduction measures and consistency with the State's goals and strategies for reducing GHG emissions.

### Project-Generated Emissions

Greenhouse gas (GHG) emissions generated by the proposed project were calculated using the URBEMIS2007 computer program, based on default parameters (i.e., emission factors, vehicle fleet, and trip distribution data) contained in the model. Short-term construction generated emissions were calculated assuming an overall construction period of approximately five years (a conservative estimate, based on previous discussion), consistent with the assumptions used for the calculation of emissions otherwise contained herein. Estimated long-term increases in vehicle miles traveled used in the calculation of GHG emissions were based on trip generation rates obtained from the traffic analysis prepared for the proposed project. Estimated increases in emissions associated with natural gas consumption and electricity use; as well as emissions associated with area sources (e.g., wood-burning fireplaces, landscape maintenance, etc.) were also included in the analysis. Emissions of CH<sub>4</sub> and N<sub>2</sub>O were calculated using emission factors and usage rates derived from the Air Resources Board, the California Air Pollution Control Officer's Association, the California Climate Action Registry General Reporting Protocol, and the California Energy Commission. Emissions were converted to CO<sub>2</sub> equivalents (i.e., CO<sub>2</sub>e), expressed in metric tons/year. Calculation tables are attached within **Appendix C**.

### Construction-Generated GHG Emissions

During construction of the project, GHGs would be emitted from the operation of construction equipment and from worker and building supply vendor vehicles. Maximum project construction-generated emissions of CO<sub>2</sub>e by construction phase are shown in **Table 3.3-9**. Maximum annual construction-generated emissions, assuming that multiple construction phases could potentially occur during any given year, are summarized in **Table 3.3-10**. Emissions of nitrous oxide and methane are negligible in comparison and were not estimated.

As depicted in **Table 3.3-9**, maximum construction emissions would occur during the building phase. Emissions generated during the various construction phases would vary, depending primarily on the type and number of pieces of off-road equipment used and number of employee and material delivery vehicle trips to and from the project site. As depicted in **Table 3.3-10**, maximum annual emissions would total approximately 2,718 tons/year of CO<sub>2</sub>e. The highest annual emissions would likely occur during the initial year of construction when multiple construction phases (i.e, demolition, grading, and building construction) would occur within a single one-year period.

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**TABLE 3.3-9**  
**SHORT-TERM GREENHOUSE GAS EMISSIONS BY CONSTRUCTION PHASE**

Construction Phase	GHG Emissions (Metric Tons/year CO <sub>2</sub> e)
Demolition	11
Grading	78
Asphalt Paving	25
Building Construction	2,636
Architectural Coatings	8

*Emissions were calculated using the URBEMIS2007 computer program, based on default assumptions contained in the model. Assumes a 60-month overall construction period.*

**TABLE 3.3-10**  
**SHORT-TERM GREENHOUSE GAS EMISSIONS BY CONSTRUCTION YEAR**

Construction Phase	GHG Emissions (Metric Tons/year CO <sub>2</sub> e)
Year 1	2,718
Year 2	2,644
Year 3	2,633
Year 4	2,642
Year 5	1,701

*Emissions were calculated using the URBEMIS2007 computer program, based on default assumptions contained in the model. Assumes a 60-month overall construction period.*

### Operational GHG Emissions

Long-term operational emissions of GHGs attributable to the proposed project are summarized in **Table 3.3-11**. Based on the modeling conducted, GHG emissions generated by the proposed project would total approximately 26,421 tons per year of CO<sub>2</sub>e, a majority of which (19,278 tons/year), would be attributable to mobile sources.

**TABLE 3.3-11**  
**LONG-TERM OPERATIONAL GREENHOUSE GAS EMISSIONS**

Source	GHG Emissions (Metric Tons/Year CO <sub>2</sub> e)
Mobile	19,278
Natural Gas Use	2,190
Electricity Use	4,139

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Source	GHG Emissions (Metric Tons/Year CO <sub>2</sub> e)
Hearth Use	807
Landscape Maintenance	7
Total	26,421
Percent of Statewide Inventory	0.002

*Based on URBEMIS2007 emissions modeling and trip-generation rates obtained from the traffic analysis prepared for this project.*

It is expected that implementation of the air quality management plan required by Mitigation Measure **MM 3.3-2, set forth in Section 3.3, Air Quality**, to reduce criteria air pollutants would also have the effect of reducing GHG emissions by two to three percent, resulting in total long-term operational GHG emissions of 25,628 metric tons per year of CO<sub>2</sub>e.

### CONSISTENCY WITH CALIFORNIA EMISSIONS REDUCTION STRATEGIES

#### California Attorney General's GHG-Reduction Measures

In September 2008 (revised January 6, 2010) the California Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming and climate change. Included were examples of various measures that may reduce GHG emissions of individual projects. As noted in the paper, each of the measures should not be considered in isolation, but as part of a larger set of measures, that together, would help reduce GHG emissions and the effects of global warming/climate change. **Table 3.3-12** lists the measures identified by the California Attorney General's Office that are applicable to the proposed project and indicates whether, and how, the project would conform to these measures. As depicted in **Table 3.3-12**, the proposed project would be consistent with the measures identified by the California Attorney General's Office (CAG 2008, as revised in 2010).

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**TABLE 3.3-12**  
**OFFICE OF THE CALIFORNIA ATTORNEY GENERAL**  
**METHODS TO OFFSET OR REDUCE GLOBAL WARMING IMPACTS**  
**APPLICABLE TO THE PROPOSED PROJECT**

Emission-Reduction Method	Project Consistency
<b>Energy Efficiency &amp; Renewable Energy</b>	
Incorporate green building practices and design elements.	<p>The project will incorporate a number of specific building, siting and design features that will be consistent with these recommended CAG measures. These include:</p> <p>Energy Conservation Policies (Article 5):</p> <ol style="list-style-type: none"> <li>1. Electrical energy efficient measures shall be incorporated into development of the Santana Ranch Project. Residential energy conservation will be promoted by requiring that development adhere to California Energy Commission Title 24 requirements. It is anticipated that implementing energy conservation measures for the Project as contemplated herein will reduce heating and air conditioning as well as water heating energy use.</li> <li>2. The Project's dwelling units shall be designed, where feasible, to incorporate solar energy as a means of heating, cooling and providing domestic water heating; this is described more fully in Article 7, Section 7.1. of the Specific Plan. A key component in the Project's design is to ensure that dwellings are properly oriented to take advantage of solar heating and cooling. In general, this is achieved by designing residential streets on an east-west axis and/or applying roof designs that expose areas of roof and walls towards the sun. The Project achieves this design because the primary collector streets are oriented north-south so that the interior residential streets connected to them will generally tend to be oriented east-west. The orientation of streets to facilitate solar heating and cooling is addressed in Article 7, Section 7.1.</li> </ol> <p>The Commercial Design Guidelines within the Specific Plan (Section 7.4) require buildings to incorporate passive solar design elements where feasible, and that the south and west sides of buildings should be shaded with overhangs, arcades, trellises or landscaping, as appropriate.</p> <p>The Green Building Guidelines within the Specific Plan (Section 7.5) include the following:</p> <ul style="list-style-type: none"> <li>• Plumbing: Hot water pipes should be installed to allow for efficient hot water distribution. High efficiency toilets and fixtures should be installed in all structures.</li> <li>• Heating, Air Conditioning &amp; Ventilation: Effective exhaust systems [should be included] in kitchens and bathrooms; fire alarms and energy efficient windows should be considered.</li> <li>• Appliances: Energy efficient appliances such as dishwashers, washing machines, and refrigerators should be installed, as should built-in recycling and compost bins.</li> </ul> <p>The project is also subject to Title 19.31 of the County Code, "Development Lighting Regulations." The purpose of this chapter is to encourage lighting practices and systems, which will minimize light pollution, glare, and light trespass and curtail the degradation of the nighttime visual environment. Minimal outdoor lighting will also result in less energy usage from unnecessary outdoor lighting. The project will be required to submit a project lighting plan to the Planning and Building</p>
Meet recognized green building and energy efficiency benchmarks.	
Install energy efficient lighting, heating and cooling systems, appliances, equipment, and control systems.	
Use passive solar design; e.g., orient buildings and incorporate landscaping to maximize passive solar heat during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.	
Reduce unnecessary outdoor lighting.	
Install solar panels on unused roof and ground space and over carports and parking areas.	

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Emission-Reduction Method	Project Consistency
	Inspection Department demonstrating conformance with the lighting regulations.
<b>Water Conservation and Efficiency</b>	
Incorporate water-reducing features into building and landscape design.	<p>Water shortage conditions often exist within parts of California, including the County of San Benito. The County has responded with a plan that provides guidelines for water conservation (San Benito County Water Conservation Plan, adopted by the Board of Supervisors in July, 1992, Resolution 92-82). This Water Conservation Plan places limits on certain water uses, and enforces the use of water saving devices and conservation measures. It also requires a maximum allowable water budget for irrigation of new landscape. The formula to be used for calculating the water budget is based upon the area's average year climate and the size of the landscaped area. The landscape water use set forth in this Specific Plan will also conform to Title 23 of the California Code of Regulations.</p> <p>The proposed Specific Plan includes numerous water conservation policies, including the following:</p> <p>Water Conservation Policies (Article 5):</p> <p>The Santana Ranch Project shall adhere to the following water conservation policies:</p> <ol style="list-style-type: none"> <li>1. The Santana Ranch Project, including, without limitation, plant material, irrigation system design, and landscape applications within the Plan Area, shall comply with the applicable provisions of the County's water conservation plan (as it may be amended), as described more fully in Article 7, Section 7.2. of the Specific Plan.</li> <li>2. Water conservation shall be encouraged through the installation of low-flow toilets, shower heads, and faucets in all residential units in the Project.</li> <li>3. Dual-distribution water systems with reclaimed water and non-potable water from SBCWD shall be used for landscape irrigation in the parks and landscape corridors along the collector and arterial streets.</li> <li>4. Landscape irrigation shall incorporate water conserving techniques such as, for example, low precipitation sprays heads and drip irrigation.</li> <li>5. Runoff prevention measures for landscape irrigation shall be implemented in Project development. Native drought-tolerant landscaping materials shall be used in Project development to the extent feasible.</li> <li>6. In compliance with the County Water Conservation Plan (San Benito County Water Conservation Plan, adopted by the Board of Supervisors in July, 1992, Resolution 92-82), the maximum allowable water budget shall be calculated for landscape irrigation in the following areas: <ul style="list-style-type: none"> <li>• Parks</li> <li>• Landscape corridors along the collector and arterial streets</li> <li>• Developer-installed landscaping in residential projects</li> </ul> </li> </ol>
Create water-efficient landscapes.	
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and use water-efficient irrigation methods.	
Make effective use of graywater.	
Implement low-impact development practices that maintain the existing hydrology of the site to manage stormwater and protect the environment.	
Devise a comprehensive water conservation strategy appropriate for the project and location.	
Design buildings to be water-efficient. Install water-efficient fixtures and appliances.	

## 5.0 CUMULATIVE IMPACTS SUMMARY

Emission-Reduction Method	Project Consistency
	<p>The Green Building Guidelines within the Specific Plan (Section 7.5) include the following:</p> <ol style="list-style-type: none"> <li>Water Efficiency: <ul style="list-style-type: none"> <li>Use innovative wastewater technologies and water efficient landscape.</li> <li>Limit the use of potable water for landscape and irrigation</li> <li>Maximize water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems</li> </ul> </li> </ol>
<b>Solid Waste Measures</b>	
<p>Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</p>	<p>Reuse and recycling of construction waste will be implemented to the maximum extent feasible consistent with the County's recycling program intended to reduce the volume of refuse deposited in the landfill.</p> <p>The Green Building Guidelines within the Specific Plan (Section 7.5) include the following:</p> <ol style="list-style-type: none"> <li>Residential: <ul style="list-style-type: none"> <li>Site: Development within the Plan Area should consider the use of recycled material, such as Class 2 aggregate, where feasible</li> </ul> </li> <li>Commercial: <ul style="list-style-type: none"> <li>Materials and Resources: Reduce the amount of waste in landfills by redirecting the construction waste for recycling, where feasible</li> </ul> </li> </ol>
<p>Integrate reuse and recycling into residential, industrial, institutional, and commercial projects.</p>	<p>The project would be required to incorporate exterior storage areas for recyclables to the extent required by local ordinance.</p> <p>The Green Building Guidelines within the Specific Plan (Section 7.5) include the following:</p>
<p>Provide easy and convenient recycling opportunities for residents, the public, and tenant businesses.</p>	<ol style="list-style-type: none"> <li>Residential: <ul style="list-style-type: none"> <li>Appliances: ... built-in recycling and compost bins [should be installed]</li> </ul> </li> </ol>
<p>Provide education and publicity about reducing waste and available recycling services.</p>	<ol style="list-style-type: none"> <li>Commercial: <ul style="list-style-type: none"> <li>Materials and Resources: <ul style="list-style-type: none"> <li>Collect, store and reuse of recyclable material</li> <li>Use local/regional materials, where feasible</li> <li>Facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills</li> </ul> </li> <li>Indoor Environmental Quality: <ul style="list-style-type: none"> <li>Actively participate in local recycling programs</li> <li>Take steps to conserve natural resources, prevent pollution, and reduce waste</li> <li>Offer and encourage the use of reusable shopping bags and beverage containers</li> </ul> </li> </ul> </li> </ol>
<b>Land Use Measures</b>	
<p>Ensure consistency with "smart growth" principles - mixed-use, infill, and higher density projects that provide alternatives to individual vehicle travel and promote efficient delivery of services and goods.</p>	<p>The project includes a mix of residential and neighborhood commercial development. A majority of proposed development would be located within ½ mile of commercial service areas, and connected to the various destinations within the Project, including the Neighborhood Commercial center and school, by a network of landscaped parkways with sidewalks and bicycle paths. As stated in Section 4.3 of the Specific Plan, the Project parkway network shall provide convenient routes to the school, Parks and</p>

Emission-Reduction Method	Project Consistency
	<p>Neighborhood Commercial center. The parkways shall include landscape corridors, trails, sidewalks and/or bike lanes along proposed streets, a bike lane and Class I trail along Fairview Road, and paved Class I trail through the linear parkway.</p> <p>The parkways shall form a series of “pedestrian loops” that, together with the minor residential streets, will provide residents and visitors with varied routes for exercise or casual walks through Neighborhoods and to all amenities within the Plan Area (see Figure 4-3 Conceptual Parkway Master Plan). The pedestrian and bicycle routes shall provide connectivity between park amenities and the passive and active recreation areas. Shaded rest areas, benches and drinking fountains shall be located along the pathways to provide opportunities for rest and relaxation.</p> <p>A pedestrian and bicycle path from the Community Park and around the adjacent Neighborhood shall provide a portal from the Park and school to the northeast corner of the Commercial site. A bike parking area shall be located at the north end of the Neighborhood Commercial center.</p> <p>The project is therefore consistent with smart growth principles promoting safe and convenient alternative transportation between residential areas and nearby commercial and institutional uses.</p> <p>The project is also designed to incorporate a number of housing styles, including higher density apartments and townhomes located within close proximity to neighborhood commercial uses. Mixed residential and commercial uses are permitted within the RM (Residential Multiple) district of the Specific Plan. Mixed Use Design Guidelines are included in Article 7 providing specific guidance on effective and efficient integration of commercial and residential uses within this district to ensure a high-quality, mutually-supportive environment. The project will therefore be consistent with smart growth principles promoting mixed uses as a way of reducing dependence on automobile travel.</p>
<p>Incorporate public transit into the project’s design.</p>	<p>The proposed Specific Plan includes design features and policies that would promote public transit use, including:</p> <p>4.5. Public Transit</p> <p>The potential to bring public transit into the Plan Area is enhanced by the proposed location of the Neighborhood Commercial Center and by providing convenient pedestrian routes to likely bus stops. The street system design supports the provision of a looped bus route through the Plan Area.</p> <p>In order to facilitate future bus service, turnouts shall be provided on Fairview Road at the intersections with Sunnyslope Road and Hillcrest Road as shown in Figure 4-4 Circulation Master Plan. Additional bus turnouts may be located within the Plan Area along the collector streets at the direction of the Public Works Director.</p> <p>4.6. Transportation System Management</p> <p>The Project shall implement the following transportation system management:</p> <ul style="list-style-type: none"> <li>• A designated park-and-ride parking area shall be located in the Neighborhood Commercial center.</li> <li>• An information board shall be located in the Neighborhood Commercial center for the purpose of distributing information on rideshare and other public transit information distribution programs that may be offered by San Benito County Local Transportation Authority (LTA).</li> </ul>

## 5.0 CUMULATIVE IMPACTS SUMMARY

Emission-Reduction Method	Project Consistency
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	The proposed project includes a comprehensive network of park and open space areas that are interconnected with pedestrian and bicycle paths.
Include pedestrian and bicycle facilities within projects and ensure that existing non-motorized routes are maintained and enhanced.	The proposed project includes pedestrian sidewalks and bicycle paths that link to adjacent land uses, external networks, and nearby transit facilities. All bike trails are proposed to be constructed according to standards set forth in the "Bikeway Planning and Design" section of the California Department of Transportation Highway Design Manual.
Transportation and Motor Vehicles	
Incorporate bicycle lanes, routes and facilities into street systems, new subdivisions, and large developments.	<p>The proposed Specific Plan contains the following design features and policies addressing bicycle lanes:</p> <p><b>4.3. Bikeways/Pedestrian Parkways</b></p> <p>The Project parkway network shall provide convenient routes to the school, Parks and Neighborhood Commercial center. The parkways shall include landscape corridors, trails, sidewalks and/or bike lanes along proposed streets, a bike lane and Class I trail along Fairview Road, and paved Class I trail through the linear parkway.</p> <p>The parkways shall form a series of "pedestrian loops" that, together with the minor residential streets, will provide residents and visitors with varied routes for exercise or casual walks through Neighborhoods and to all amenities within the Plan Area (see Figure 4-3 Conceptual Parkway Master Plan). The pedestrian and bicycle routes shall provide connectivity between park amenities and the passive and active recreation areas. Shaded rest areas, benches and drinking fountains shall be located along the pathways to provide opportunities for rest and relaxation.</p> <p>A pedestrian and bicycle path from the Community Park and around the adjacent Neighborhood shall provide a portal from the Park and school to the northeast corner of the Commercial site. A bike parking area shall be located at the north end of the Neighborhood Commercial center.</p> <p>The Class I bikeway along Fairview Road shall be designed to link with the county-wide bike trails system and shall adhere to the following.</p> <ol style="list-style-type: none"> <li>1. Minor collector streets shall incorporate 5 foot wide Class II bike lanes, 5 foot wide sidewalks, 10 foot wide planter strip, and/or 8 foot to 12 foot wide Class I trail.</li> <li>2. Major collector streets shall incorporate 5 foot wide Class II bike lane, 5 foot wide sidewalk, 10 foot wide planter strip, and/or 8 foot to 12 foot wide Class I trail.</li> <li>3. An 8 foot to 12 foot wide paved Class I trail shall be provided through the Linear Park.</li> <li>4. Pedestrian and bicycle connectivity shall link to the various Neighborhoods, especially at the termini of cul-de-sacs, bulb-outs, etc.</li> </ol>
Create a ride-sharing program. Promote existing ride-sharing programs, e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading for ride-sharing vehicles, and providing a web site or message board for coordinating rides.	<p>The proposed Specific Plan contains the following design features and policies addressing ride-sharing:</p> <p><b>4.6. Transportation System Management</b></p> <p>Transportation System Management (TSM) measures that encourage ride-sharing and travel at times outside of the normal peak travel periods can help reduce traffic impacts on local streets. Ridesharing, flexible work hours, and other traditional TSM measures are usually most effective in reducing home-to-work trips and are more feasible and successful with large employment activities.</p>

Emission-Reduction Method	Project Consistency
	<p>The Project shall implement the following transportation system management:</p> <ul style="list-style-type: none"> <li>A designated park-and-ride parking area shall be located in the Neighborhood Commercial center.</li> <li>An information board shall be located in the Neighborhood Commercial center for the purpose of distributing information on ride-share and other public transit information distribution programs that may be offered by San Benito County Local Transportation Authority (LTA).</li> </ul>
Enforce and follow limits [for] idling time for commercial vehicles, including delivery and construction vehicles.	Commercial-use trucks would be required to comply with ARB rules and regulations pertaining to the unnecessary idling of heavy-duty trucks.
Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles.	Implementation of electric vehicle charging infrastructure is not specifically proposed at this time, but could potentially be installed if adequate demand is determined to exist for such facilities.

Source: CAG, 2010.

### CALIFORNIA CLIMATE CHANGE SCOPING PLAN

In December 2008, CARB approved the Scoping Plan, which includes a comprehensive set of recommended measures designed to reduce overall GHG emissions in California, improve the environment, reduce dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. The measures in the Scoping Plan will be developed into regulations, to go into effect by January 1, 2012. The Scoping Plan expands upon the Early Action Measures and are summarized in **Table 3.3-13**. It is important to note that these strategies are generally sector-based, addressing a wide range of sources. In addition, applicable regulations and guidance related to the implementation of many of these strategies are currently being developed and not yet available (CARB 2008(b)). Of the measures currently recommended, measures applicable to the proposed project would be predominantly associated with energy and water conservation. These include the following:

**Table 3.3-13**  
**State of California**  
**Recommended Actions of Climate Change Scoping Plan**

Strategy		Project Consistency
CR-1	Energy Efficiency; Increased Energy Efficiency (Commercial & Residential)	<p>The project will incorporate a number of specific building, siting and design features that will be consistent with these recommended Climate Change Scoping Plan actions. These include:</p> <p>Energy Conservation Policies (Article 5.3 of the Specific Plan):</p> <ol style="list-style-type: none"> <li>Electrical energy efficient measures shall be incorporated into development of the Santana Ranch Project. Residential energy conservation will be promoted by requiring that development adhere to California Energy Commission Title 24 requirements. It is anticipated that implementing energy conservation measures for the Project as contemplated herein will reduce heating and air conditioning as well as water heating energy use.</li> </ol> <p>The Commercial Design Guidelines within Article 7, section 7.4 of the Specific Plan require that buildings incorporate passive solar design elements where feasible, and that the south and west sides of buildings should be shaded with overhangs, arcades, trellises or landscaping, as</p>
CR-2	Electricity and Natural Gas: Solar Water Heating (Commercial & Residential)	
GB-1	Green Buildings	

## 5.0 CUMULATIVE IMPACTS SUMMARY

Strategy		Project Consistency
		<p>appropriate.</p> <p>The following green building guidelines are also included within the proposed Specific Plan:</p> <p><b>7.5. GREEN BUILDING GUIDELINES</b></p> <p>This Specific Plan is including green building design guidelines, which are meant to function as guiding framework for development of the Project, to the extent feasible. Builders of individual areas within the Plan Area are strongly encouraged to work with County staff in developing and implementing these, and other, feasible guidelines for sustainable development. LEED certification for commercial development and use of the Build it Green point rating system are encouraged within the Project, as feasible.</p> <p><b>Residential</b></p> <ul style="list-style-type: none"> <li>• Subdivision Layout and Orientation: Developers of residential neighborhoods shall provide street trees and landscaping to reduce the heating of asphalt in substantial compliance with the Master Landscape Plan. Homes shall be oriented, to the extent feasible, on an east-west axis to allow for passive solar design.</li> <li>• Heating, Air Conditioning &amp; Ventilation: Effective exhaust systems in kitchens and bathrooms; fire alarms; and energy efficient windows should be considered.</li> <li>• Finishes: Paint, wood finishes, and construction adhesives with low VOC rating should be considered.</li> <li>• Appliances: Energy efficient appliances such as dishwashers, washing machines, and refrigerators should be installed, as should built-in recycling and compost bins.</li> </ul> <p><b>Commercial</b></p> <ol style="list-style-type: none"> <li>1. Energy and Atmosphere: <ul style="list-style-type: none"> <li>• Optimize energy performance, and renewable energy.</li> <li>• Encourage the use of renewable energy technologies including, but not limited to, solar panels and solar water heaters.</li> </ul> </li> <li>2. Materials and Resources: <ul style="list-style-type: none"> <li>• Collect, store and reuse of recyclable material.</li> <li>• Use local/regional materials, where feasible.</li> <li>• Reduce the amount of waste in landfills by redirecting the construction waste for recycling, where feasible</li> <li>• Facilitate the reduction of waste generated by building occupants that is hauled to and disposed of in landfills.</li> </ul> </li> <li>3. Indoor Environmental Quality: <ul style="list-style-type: none"> <li>• Use low-emitting paints, carpets, and adhesives.</li> <li>• Construct spaces with access to daylight and views.</li> <li>• Use efficient lighting systems to save energy.</li> </ul> </li> </ol>
W-1	Water: Water Use Efficiency	<p>The proposed Specific Plan includes numerous water conservation policies, including the following:</p> <p>Water Conservation Policies (Article 5, Section 5.3):</p> <p>Water shortage conditions often exist within parts of California, including</p>
W-2	Water: Water Recycling	
W-3	Water: Water System Energy Efficiency	

Strategy		Project Consistency
W-4	Water: Reuse Urban Runoff	<p>the County of San Benito. The County has responded with a plan that provides guidelines for water conservation (San Benito County Water Conservation Plan, adopted by the Board of Supervisors in July, 1992, Resolution 92-82). This Water Conservation Plan places limits on certain water uses, and enforces the use of water saving devices and conservation measures. It also requires a maximum allowable water budget for irrigation of new landscape. The formula to be used for calculating the water budget is based upon the area's average year climate and the size of the landscaped area. The landscape water use set forth in this Specific Plan will also conform to Title 23 of the California Code of Regulations.</p> <p>The Santana Ranch Project shall adhere to the following water conservation policies:</p> <ol style="list-style-type: none"> <li>1. The Santana Ranch Project, including, without limitation, plant material, irrigation system design, and landscape applications within the Plan Area, shall comply with the applicable provisions of the County's water conservation plan (as it may be amended), as described more fully in Article 7, Section 7.2. of the Specific Plan.</li> <li>2. Water conservation shall be encouraged through the installation of low-flow toilets, shower heads, and faucets in all residential units in the Project.</li> <li>3. Dual-distribution water systems with reclaimed water and non-potable water from SBCWD shall be used for landscape irrigation in the parks and landscape corridors along the collector and arterial streets.</li> <li>4. Landscape irrigation shall incorporate water conserving techniques such as, for example, low precipitation sprays heads and drip irrigation.</li> <li>5. Runoff prevention measures for landscape irrigation shall be implemented in Project development. Native drought-tolerant landscaping materials shall be used in Project development to the extent feasible.</li> <li>6. In compliance with the County Water Conservation Plan (San Benito County Water Conservation Plan, adopted by the Board of Supervisors in July, 1992, Resolution 92-82), the maximum allowable water budget shall be calculated for landscape irrigation in the following areas: <ul style="list-style-type: none"> <li>• Parks</li> <li>• Landscape corridors along the collector and arterial streets</li> <li>• Developer-installed landscaping in residential projects</li> </ul> </li> </ol> <p>Green Building Guidelines (Article 7, Section 7.5):</p> <ol style="list-style-type: none"> <li>1. Water Efficiency: <ul style="list-style-type: none"> <li>• Use innovative wastewater technologies and water efficient landscape.</li> <li>• Limit the use of potable water for landscape and irrigation</li> <li>• Maximize water efficiency within buildings to reduce the burden on municipal water supply and wastewater systems</li> </ul> </li> </ol>

Source: CARB 2008(c)

## 5.0 CUMULATIVE IMPACTS SUMMARY

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### Consistency Findings

For the above discussed reasons, and as described more fully in **Section 3.14, Wet and Dry Utilities**, the proposed project would be consistent with the GHG emission-reduction strategies currently identified per AB32, as well as the GHG-reduction measures recommended by the State Attorney General's office and recommended actions identified in the Climate Change Scoping Plan. Therefore, implementation of the proposed project would not be anticipated to conflict or impede the State's objectives of reducing GHG emissions.

### Contribution to Global Warming

Emissions of GHGs and their contribution to global climate change are inherently a cumulative impact and, therefore, should be evaluated in this context. For instance, based on the modeling conducted for this project, long-term operation of the proposed project would generate a total of approximately 26,421 tons/year of CO<sub>2</sub>e. For comparison purposes only, this would equate to approximately 0.002 percent of the statewide GHG emissions inventory. Although when evaluated in this context project-generated emissions would likely be considered nominal, the cumulative contribution from multiple such projects could conceivably result in a substantial overall contribution to the GHG inventory. However, to date, neither San Benito County nor the MBUAPCD, have identified a significance threshold for GHG emissions.

Although a project may result in increased GHG emissions, it is important to note that increased emissions would not necessarily result in an adverse effect with regard to climate change. Although emissions of GHGs can be quantified, it is typically not possible to determine the extent to which project-generated GHGs would contribute to global climate change or the physical effects often associated with global climate change (e.g., loss of snow pack, sea-level rise, severe weather events, etc.). In addition, to account accurately for GHGs attributable to the proposed project, it would be necessary to differentiate between new sources that otherwise would not exist but for the project, and existing sources that have simply relocated to the project area. Finally, the effectiveness of potential mitigation measures in reducing a project's contribution to global climate change can also not be accurately quantified at this time.

Nonetheless, given the project's design, building and siting features as discussed in the above analysis, this impact would be considered **less than significant**.

### BIOLOGICAL RESOURCES

#### Cumulative Impacts to Special Status Species, Critical Habitats and Wildlife Movement

**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. These impacts would be considered **less than significant cumulative impacts**.

The Santana Ranch project will result in the conversion of the project site from rural uses to suburban uses. Other planned projects along the Fairview Road corridor include:

- **Gavilan College San Benito Campus** This project involves the construction of a 3,500 full-time equivalent (FTE) student college facility, as well as approximately 285 residential units and 35,000 square feet of retail space, on a 137-acre site at the northeastern corner of Fairview Road and Airline Highway.

- **Award Homes Subdivision** 595 single-family homes and 100 apartment units are proposed for this project on the western side of Fairview Road, south of St. Benedict's Church and east of Calistoga Drive within the City of Hollister.

It is also anticipated that, over time, the Fairview Road corridor will be further developed, consistent with the Area of Special Study designation of this corridor.

As presented in the impact discussions set forth in **Section 3.4, Biological Resources**, implementation of the proposed project would result in a loss of habitat and contribute to biological resource impacts, including disturbance of special-status species. Anticipated development and urban expansion of the area is expected to further contribute to these impacts and is considered a **potentially significant cumulative impact** to biological resources. Due to the size of the proposed project, the incremental contribution of the project to this potentially cumulative impact could also be potentially significant.

Implementation of mitigation measures presented within **Section 3.4, Biological Resources, MM 3.4-1** through **MM 3.4-3**, would, however, reduce the project's overall contribution to cumulative biological resource impacts resulting from completion of the project to a less than significant level. Further, it is anticipated that future projects along the Fairview Road corridor also will be required to undergo environmental review, during which potential impacts to biological resources as a result of the projects will be identified and mitigated where feasible. Therefore, the proposed project, both incrementally and in combination with other planned future projects along the Fairview Road corridor, is anticipated to result in **less than significant cumulative impacts** with regard to potential loss and/or restriction of biological resources in the region.

### CULTURAL AND PALEONTOLOGICAL RESOURCES

#### **Potential Destruction or Damage to Undiscovered Prehistoric Resources, Historic Resources, and Human Remains**

**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. This would be a **cumulatively considerable** impact.

The cumulative cultural resource setting associated with the project site includes past, present, and reasonably foreseeable, probable future projects within the County. These projects include those listed within this section, as well as any future development not yet proposed, but allowable under the applicable general plans of the County and incorporated cities within the County. These projects could impact known and unknown cultural resources and paleontological resources. These resources include archaeological sites associated with Native American use and occupation of the area and historic resources associated with Euroamerican settlement, farming, and economic development.

Previous and current archaeological and historical investigations did not identify any cultural resources or human remains within the boundaries of the project site. Regardless, there are known cultural resources in the County of San Benito. Development of the project could impact undiscovered cultural resources and human remains and could contribute to their cumulative or incremental loss within the County. This contribution could be considerable, when combined with other past, present and reasonably foreseeable, probable future development in the County.

## 5.0 CUMULATIVE IMPACTS SUMMARY

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Therefore, approval of the project could cumulatively impact significant cultural resources and/or human remains. This impact is considered **potentially significant**. This potentially significant impact can be minimized or avoided with implementation of the following mitigation measure:

**MM 3.5-3** Implement mitigation measures **MM 3.5-1a** and **3.5-1b**.

Implementation of **MM 3.5-1a** and **MM 3.5-1b**, set forth in **Section 3.5, Cultural and Paleontological Resources**, would reduce the project's contribution to cumulative impacts to cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) and human remains to a **less than cumulatively considerable** level.

### Potential Destruction or Damage to Undiscovered Paleontological Resources

**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). This would be a **cumulatively considerable** impact.

A search of the University of California, Berkeley Museum of Paleontology collections database did not identify any paleontological resources within the boundaries of the project site, but did identify paleontological resources along Tres Pinos Creek approximately one mile southwest of the project site, as well as within other locations in the County of San Benito. Development of the project could impact undiscovered paleontological resources and could therefore contribute to the cumulative loss of paleontological resources in the County. This contribution could be incrementally considerable, as well as when combined with other past, present and foreseeable development in the County. This impact is considered **potentially significant**. This potentially significant impact can be minimized or avoided with implementation of the following mitigation measure:

**MM 3.5-4** Implement mitigation measures **MM 3.5-2**.

Implementation of **MM 3.5-2**, set forth in **Section 3.5, Cultural and Paleontological Resources**, would reduce the project's contribution to cumulative impacts to paleontological resources to a **less than cumulatively considerable** level.

## GEOLOGY AND SOILS

### Geological Impact Risk to Projects

**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. This is considered a **less than significant** cumulative impact.

Similar to the project, other cumulative developments may pose geological hazards if such impacts are not mitigated. However, each project will be required to evaluate potential geology and soils impacts and to implement feasible mitigation measures to reduce or avoid such impacts. The proposed Santana Ranch project may ultimately be adjacent to other potential future projects to the west and south of the project site. The geotechnical report prepared for the Santana Ranch project has indicated that potential geological hazards associated with the project can be mitigated to a less than significant level through the

requirement to prepare design-level geotechnical reports for each phase of the project. These reports are required to incorporate specific measures that would adequately address the identified hazards, as required by **Mitigation Measures MM 3.6-1** through **MM 3.6-6**, set forth in **Section 3.6, Geology and Soils**. With implementation of these mitigation measures, potential geological impacts of the Santana Ranch project will be **less than significant**. Similar to the Santana Ranch project, other cumulative projects will be required to prepare geotechnical reports identifying and addressing potential geological hazards on these parcels, thereby avoiding or minimizing the potential for such hazards on these parcels. For these reasons, cumulative geological hazard impacts as a result of the proposed project, combined with other past, present and reasonably foreseeable projects, are considered to be **less than significant**.

### HAZARDS AND HAZARDOUS MATERIALS

#### Risk of Exposure to Hazardous Waste or Materials

**Impact 3.7-7** Implementation of the proposed project in addition to past, present and reasonably foreseeable, probable future projects as listed within this section, may result in cumulative hazardous risk impacts. This is considered a **less than significant** impact.

Implementation of the proposed project would result in potential short-term impacts during construction activities associated with exposure to hazardous substances such as waste oil and hazards due to abandoned septic systems and water wells. However, hazardous materials impacts would be site-specific and are generally not affected by cumulative development in the region. As described in **Section 3.7, Hazards and Hazardous Materials**, with proper implementation of mitigation measures incorporated herein, the proposed project would not contribute to an increase in the potential for soil or groundwater contamination or the potential risk of upset as a result of current or past land use. The proposed project will not combine with any planned growth in the area to cause an impact greater or more significant than the project impact alone, or result in incremental impacts associated with hazards or hazardous materials in combination with other past, present, or reasonably foreseeable, probable future projects that would be considered significant. Therefore, the cumulative impact of the project is considered **less than significant**.

### HYDROLOGY AND WATER QUALITY

#### Surface Water Runoff and Contamination

**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. This cumulative impact is considered **less than significant**.

Development of the project site would contribute to cumulative drainage flows and surface water quality impacts when combined with past, present, and reasonably foreseeable, probable future growth and development in the project vicinity, including:

- **Gavilan College San Benito Campus** This project involves the construction of a 3,500 full-time equivalent (FTE) student college facility, as well as approximately 285 residential units and 35,000 square feet of retail space, on a 137-acre site at the northeast corner of Fairview Road and Airline Highway.

## 5.0 CUMULATIVE IMPACTS SUMMARY

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- **Award Homes Subdivision** 595 single family homes and 100 apartment units are proposed for this project on the west side of Fairview Road, south of St. Benedict's Church and east of Calistoga Drive within the City of Hollister.

It is also anticipated that, over time, the Fairview Road corridor will be further developed, consistent with the Area of Special Study designation of this corridor.

The County of San Benito, however, requires that new development mitigate storm drainage impacts through the construction of retention/detention basins with adequate capacity to handle projected flows generated by each development, including the on-site stormwater capacity to release project flows at the 10-year, pre-development rate from the site. The project has been conceptually designed to meet this release requirement, and will be subject to performance standards and the County's grading and drainage permitting process to ensure the stormwater drainage and detention system conforms to this requirement. The proposed project shall also be subject to requirements of the Regional Water Quality Control Board regarding short-term and long-term water quality impacts. The application of these standards and practices at proposed development sites would result in a minimization of the combined impact, by limiting runoff to a pre-development, 10-year storm event, and implementation of Specific Plan policies and additional mitigation measures protecting surface water quality. Therefore, the project would not incrementally contribute to any cumulative stormwater runoff and contamination impacts, which therefore are considered to be **less than significant**.

### LAND USE

#### Conflicts with the Applicable Land Use Plan, Policy, or Regulations

**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. This is considered a **less than significant** impact.

Other past, present and reasonably foreseeable probable future projects have been and/or will be developed in the County, which may result in land use impacts. However, as discussed in **Section 3.9, Land Use Planning**, the proposed project is consistent with relevant plans, policies and regulations, will be required to comply with all applicable regulations to ensure consistency and compatibility with surrounding land uses, and will not result in any significant land use impacts. Therefore, the project will not combine with other past, present and reasonably foreseeable probable future projects in the vicinity to result in a cumulative impact on any existing nearby land uses, such as existing residential and small ranch uses, with regard to land use compatibilities or generation of excessive noise. The proposed project would be subject to design review, which will ensure that the proposed project meets the goals and policies in the Specific Plan for high quality residential and commercial development, and to eliminate any land use incompatibilities. Therefore cumulative impacts with regard to land use are anticipated to be **less than significant**.

## NOISE

### Contribution to Future Cumulative Noise Levels

**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. As a result, this impact would be considered **less than significant**.

The geographic extent of the cumulative setting consists of the unincorporated County of San Benito and the City of Hollister, as well as consideration of regional activities and attributes (e.g., regional traffic volumes and patterns). This setting includes consideration of past, present and reasonably foreseeable, probable future development, including traffic volumes, combined with the project. The primary factor for cumulative noise impact analysis is the consideration of future traffic volumes. These volumes would be associated with the projects listed within this section.

Long-term noise generated by the project, as experienced at nearby land uses, would be primarily associated with increases in vehicle traffic on area roadways. As discussed in **Impact 3.10-3 and 3.10-4**, set forth in **Section 3.10, Noise**, predicted near-term increases in traffic noise levels attributable to the proposed project would not contribute to a significant increase in ambient noise levels at nearby existing noise-sensitive land uses, or that would exceed applicable County noise standards. The project, combined with other past, present, and reasonably foreseeable, probable future projects along Fairview Road, could result in increases in noise levels above that generated by the project itself, primarily due to increasing traffic volumes along Fairview Road accessing both residential and commercial areas. This cumulative increase, however, is not anticipated to result in significant impacts to sensitive receptors along this road, because existing residential development along Fairview Road is shielded sufficiently from traffic noise by continuous soundwalls. Additionally, future development along Fairview Road will be required to implement appropriate sound attenuation measures in order to ensure that the future residents of these projects are not exposed to noise levels that exceed applicable County limitations. As a result, the project's contribution to cumulative traffic noise levels would be considered **less than significant**.

## PUBLIC SERVICE AND FACILITIES

### Public Services

**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. These impacts are anticipated to be **less than significant**.

The proposed project, in combination with past, present, and reasonably foreseeable, probable future development in the County, will generate additional demand on existing public services and facilities, including fire and police protection, schools, park and recreational facilities and refuse disposal. Current and reasonably foreseeable, probable future projects include those listed within this section. Examples of these projects include:

## 5.0 CUMULATIVE IMPACTS SUMMARY

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- **Gavilan College San Benito Campus** This project involves the construction of a 3,500 full-time equivalent (FTE) student college facility, as well as approximately 285 residential units and 35,000 square feet of retail space, on a 137-acre site at the northeast corner of Fairview Road and Airline Highway.
- **Award Homes Subdivision** 595 single family homes and 100 apartment units are proposed for this project on the west side of Fairview Road, south of St. Benedict's Church and east of Calistoga Drive within the City of Hollister.

The cumulative projects lists also includes a number of smaller residential projects within the City of Hollister, as well as a number of industrial and warehousing projects in the vicinity of the Hollister Municipal Airport.

These projects are required to pay established impact fees or service fees for the purpose of providing new and/or expanded facilities (fire, police, schools, and landfill). These fees are programmed for the development of new, expanded or altered facilities by the providers of these public services, at their individual discretion, in response to increased demand for services resulting from these new and planned projects. While the proposed Santana Ranch project, in combination with other anticipated future development in the County, may ultimately result in the need for new or expanded facilities, specific improvements as a direct result of these projects have not been identified at this time. It is anticipated, however, that a range of environmental issues typically associated with facility expansion projects will be identified within the physical environmental context of these potential future projects, such as traffic, biological resources, and aesthetics. Further, specific public facility improvements will be identified as part of the capital facilities planning process undertaken by the individual agencies, and these improvements will be subject to environmental review at the time they are proposed.

Park facilities are required to be provided directly by individual projects in order to serve the park and recreational needs of the future residents of the projects. The physical environmental impacts of these facilities are typically local in nature, and are anticipated to be addressed at the project level, at the time individual projects are proposed. For the reasons discussed above, cumulative environmental impacts as a result of the construction of new, expanded or altered public facilities are anticipated to be **less than significant**.

### PARKS AND RECREATION

#### Regional Demand for Park and Recreational Facilities

**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. This is considered a **less than significant** impact.

The increase in population resulting from the project will contribute incrementally to the demand for park and recreational facilities in the Hollister urban area, as other planned projects are developed along the eastern side of Fairview Road and within the City of Hollister. These additional projects include the approved Award Homes project on the east side of Fairview Road, the planned Gavilan College project at the northeast corner of Fairview Road and Airline Highway, as well as the other projects within the Hollister urban area listed within this section. This additional incremental demand, in combination with the demand of other projects, could result

in the deterioration of existing park and recreational facilities serving the area, as a result of increased use of the facilities. This incremental impact of the project, however, will be mitigated by the provision of adequate park and recreational facilities within the proposed project to serve the future residents of Santana Ranch. Additionally, the other projects in the cumulative scenario will be required to satisfy the park requirements of San Benito County or the City of Hollister, as applicable, to mitigate impacts. Therefore, cumulative impacts to existing park and recreational facilities are not anticipated as a result of the project.

### Irrigation Demand for Parkland

**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. This is considered a **less than significant** impact.

Operation of the proposed park and recreational facilities within the project could, in combination with other planned projects within the groundwater basin, contribute incrementally to water supply impacts within the basin, due to the need to irrigate park landscaping. These additional projects include the approved Award Homes project on the east side of Fairview Road, the planned Gavilan College project at the northeast corner of Fairview Road and Airline Highway, as well as the other projects within the Hollister urban area listed within this section. The Water Supply Assessment prepared for the project, however, indicates that adequate water supplies exist for the overall Santana Ranch project, including parkland irrigation needs, in combination with other existing and planned projects within the groundwater basin serving Santana Ranch. Similarly, the projects in the cumulative scenario also will be required to provide evidence of adequate water supplies, including water supplies required for park maintenance, either through approval of a water supply assessment, or a finding of consistency with the approved Hollister Area Urban Water Management Plan. The proposed park and recreational facilities within the project, in combination with other past, present and reasonably foreseeable, probable future projects are therefore not anticipated to result in a substantial cumulative impact on water supply.

### TRAFFIC AND CIRCULATION

#### Cumulative Plus Project Intersection Level of Service Impacts

This section presents a summary of the traffic conditions that will occur under cumulative conditions. Cumulative conditions are defined as conditions expected in the study area at General Plan buildout of Hollister (year 2023). Traffic volumes for cumulative conditions were obtained from the City of Hollister and San Benito County 2023 traffic forecasting model. This section describes the intersection and roadway improvements expected to be in place under cumulative conditions, the procedure used to determine cumulative traffic volumes, and the resulting traffic conditions. Note that the Highway 25 Bypass was assumed to be in place for this analysis. Also, project impacts that do not result in a letter grade reduction in intersection level of service, but do increase delay, are considered potentially significant only if the additional delay is increased by five (5) or more seconds.

## 5.0 CUMULATIVE IMPACTS SUMMARY

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**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/Airline Highway/Ridgemark Drive
- 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

This is considered a **potentially significant** impact of the project.

### Transportation Network under Cumulative Conditions

The transportation network assumed under cumulative conditions includes various transportation network improvements in the Hollister area. The roadway improvements included in the TIF program were assumed to be included under cumulative conditions. The TIF identifies roadway widenings that will need to occur in the future, throughout San Benito County, to accommodate projected growth in the County through 2023, and also provides for the construction of certain intersection improvements, as determined appropriate, by the County. For the study intersections situated along each improvement corridor, Hexagon identified likely lane geometry and traffic control improvements that will need to occur in order for the intersection geometry to be consistent with adjacent roadway widening projects. The likely intersection improvements were assumed to be in place under cumulative conditions, including the following specific major transportation improvements:

- *Memorial Drive Extension.* Memorial Drive is anticipated to be extended north to Santa Ana Road. It is assumed that the Memorial Drive/Santa Ana Road intersection created by this extension will be stop sign controlled on all approaches.
- *North Street Gap Closure.* North Street is anticipated to be extended from its current termination point, just west of San Benito Street, westward and connected to Buena Vista Road.
- *Westside Boulevard Gap Closure.* Westside Boulevard is anticipated to be extended from its current termination point at Nash Road southward and connected to San Benito Street.
- Additionally, the project roadway connections to Fairview Road, described in Article 4 of the Specific Plan, also are assumed in the cumulative with project scenario.

### **Year 2023 Development Projections and Traffic Volumes**

Forecasts of future demand on the County and City transportation system were prepared using the San Benito County/Hollister travel demand model. This model uses widely accepted transportation planning formulas to convert forecasts of future land uses into the number and distribution of future vehicle trips on the roadway network. The travel demand model uses the year 2023 as the long-range planning horizon for the Hollister General Plan, because it is anticipated that the great majority of future development will ultimately occur within the City's existing boundary and sphere of influence. The 2023 planning horizon is based on a set of population, housing and employment projections that were developed based on the land-use designations shown on the Hollister General Plan Map, on other state and regional projections of population and employment growth, and on the constrained projections adopted by the Association of Monterey Bay Area Governments (AMBAG).

The Fairview Corners/Gavilan College Master Plan project is located in close proximity to the Santana Ranch project and will affect most of the study intersections evaluated in the project traffic report. At the time that the project report was prepared, a detailed project description was provided for the Fairview Corners/Gavilan College Master Plan project. As such, the traffic associated with that project was included in the cumulative scenario for the traffic report.

### **Cumulative Traffic Volumes**

Cumulative traffic volumes at the study intersections were obtained from the 2023 travel demand model with the appropriate level of additional development representing buildout of the proposed project site coded into the traffic analysis zone where the project is located.

### **Intersection Levels of Service Under Cumulative Conditions**

The results of the intersection level of service analysis under cumulative conditions are summarized in **Table 3-13.11**. The results indicate that with the development growth currently projected through 2023, the project's contribution toward future cumulative level of service impacts will be considered significant at 15 study intersections. Note that the Highway 25 Bypass was assumed to be in place for this analysis. Also, project impacts that do not result in a letter grade reduction in intersection level of service, but do increase delay, are considered potentially significant only if the additional delay is increased by five (5) or more seconds.

- 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

## 5.0 CUMULATIVE IMPACTS SUMMARY

The remaining study intersections will not be significantly impacted by the project under cumulative conditions. The improvements recommended to improve intersection operations to acceptable levels under cumulative conditions are discussed below. Note that the Highway 25 Bypass was assumed to be in place for this analysis. The level of service calculation sheets are included in Appendix H.

**TABLE 3.13-11**  
**CUMULATIVE INTERSECTION LEVELS OF SERVICE**

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project		Cumulative w/ Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Airline Hwy. and Sunset Dr.	Signal	AM	14.5	B	14.5	B	+0.0
		PM	14.5	B	14.5	B	+0.0
Airline Hwy. and Union Rd.	Signal	AM	<b>52.7</b>	<b>D</b>	<b>55.2</b>	<b>E</b>	<b>+2.5</b>
		PM	<b>109.8</b>	<b>F</b>	<b>119.1</b>	<b>F</b>	<b>+9.3</b>
Cienega Rd. and Union Rd.	Two-Way Stop	AM	<b>63.5</b>	<b>F</b>	<b>75.8</b>	<b>F</b>	<b>+12.3</b>
		PM	<b>64.1</b>	<b>F</b>	<b>95.5</b>	<b>F</b>	<b>+31.4</b>
East St. and Fourth St.	All-Way Stop	AM	158.5	F	162.2	F	+3.7
		PM	<b>331.7</b>	<b>F</b>	<b>337.1</b>	<b>F</b>	<b>+5.4</b>
Fairview Rd. and Airline Hwy./Ridgemark Dr.	All-Way Stop	AM	31.0	D	34.1	D	+3.1
		PM	<b>82.0</b>	<b>F</b>	<b>88.0</b>	<b>F</b>	<b>+6.0</b>
Fairview Rd. and Fallon Rd.	Two-Way Stop <sup>A</sup>	AM	<b>38.0</b>	<b>E</b>	<b>59.7</b>	<b>F</b>	<b>+21.7</b>
		PM	<b>36.9</b>	<b>E</b>	<b>71.1</b>	<b>F</b>	<b>+34.2</b>
Fairview Rd. and Hillcrest Rd./Proj. Driveway <sup>C</sup>	One-Way Stop <sup>A</sup>	AM	<b>30.6</b>	<b>D</b>	30.8	C	+0.2
		PM	18.5	C	31.6	C	+13.1
Fairview Rd. and John Smith Rd.	One-Way Stop <sup>A</sup>	AM	15.7	C	17.7	C	+2.0
		PM	18.0	C	22.4	C	+4.4
Fairview Rd. and McCloskey Rd.	One-Way Stop <sup>A</sup> /	AM	14.7	B	16.6	C	+1.9
		PM	16.4	C	20.7	C	+4.3
Fairview Rd. and Meridian St.	One-Way Stop <sup>A</sup>	AM	11.8	B	12.9	B	+1.1
		PM	13.6	B	15.6	C	+2.0
Fairview Rd. and Santa Ana Rd.	One-Way Stop <sup>A</sup>	AM	14.1	B	17.0	C	+2.9
		PM	16.0	C	20.7	C	+4.7
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop <sup>A</sup>	AM	14.3	B	15.9	C	+1.6
		PM	14.7	B	16.5	C	+1.8
Fairview Rd. and Sunnyslope Rd.	Signal	AM	20.1	C	29.7	C	+9.6
		PM	19.1	B	28.7	C	+9.6

## 5.0 CUMULATIVE IMPACTS SUMMARY

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project		Cumulative w/ Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Hwy. 156 and Fairview Rd.	Signal	AM	39.4	D	42.3	D	+2.9
		PM	<b>133.1</b>	<b>F</b>	<b>138.1</b>	<b>F</b>	<b>+5.0</b>
Hwy. 25 and Hwy. 156	Signal	AM	27.3	C	27.4	C	+0.1
		PM	25.8	C	26.2	C	+0.4
Hwy. 25 and Wright Rd.	Two-Way Stop <sup>A</sup>	AM	/f/	<b>F</b>	/f/	<b>F</b>	--
		PM	/f/	<b>F</b>	/f/	<b>F</b>	--
Ladd Lane and Tres Pinos Rd.	Signal	AM	25.5	C	26.0	C	+0.5
		PM	27.9	C	32.3	C	+4.4
McCray St./Hwy. 25 Bypass and Sunnyslope Rd./Tres Pinos Rd.	Signal	AM	25.4	C	26.6	C	+1.2
		PM	32.3	C	34.8	C	+2.5
McCray St. and Fourth St./Meridian St.	Signal	AM	27.5	C	27.6	C	+0.1
		PM	31.3	C	31.3	C	+0.0
McCray St. and Hillcrest Rd.	Signal	AM	<b>43.0</b>	<b>D</b>	<b>56.0</b>	<b>E</b>	<b>+13.0</b>
		PM	<b>48.6</b>	<b>D</b>	<b>63.7</b>	<b>E</b>	<b>+15.1</b>
McCray St./Rustic St. and Santa Ana Rd.	Signal	AM	22.1	C	22.2	C	+0.1
		PM	18.1	B	18.0	B	-0.1
Memorial Dr. and Hillcrest Rd.	All-Way Stop <sup>B</sup>	AM	<b>41.4</b>	<b>E</b>	<b>68.9</b>	<b>F</b>	<b>+27.5</b>
		PM	<b>92.6</b>	<b>F</b>	<b>157.8</b>	<b>F</b>	<b>+65.2</b>
Memorial Dr. and Meridian St.	All-Way Stop <sup>B</sup>	AM	19.2	C	19.2	C	+0.0
		PM	48.1	E	48.1	E	+0.0
Memorial Dr. and Sunnyslope Rd.	Signal	AM	22.3	C	21.5	C	-0.8
		PM	22.7	C	22.2	C	-0.5
San Benito St. and Fourth St.	Signal	AM	213.3	F	215.1	F	+1.8
		PM	335.5	F	336.9	F	+1.4
San Benito St. and Nash Rd.	Signal	AM	46.8	D	48.4	D	+1.6
		PM	52.4	D	54.8	D	+2.4
San Benito St. and South St.	Signal	AM	127.9	F	127.4	F	-0.5
		PM	<b>329.4</b>	<b>F</b>	<b>349.6</b>	<b>F</b>	<b>+20.2</b>
San Benito St. and Union Rd.	Signal	AM	13.4	B	14.9	B	+1.5
		PM	12.6	B	14.7	B	+2.1
San Benito St./San Felipe Rd. and Santa Ana Rd./North St.	Signal	AM	27.5	C	27.8	C	+0.3
		PM	47.3	D	48.8	D	+1.5
San Felipe Rd. and Bolsa Rd./ Hwy 25 Bypass	One-Way Stop <sup>A</sup>	AM	30.0	C	30.2	C	+0.2
		PM	32.9	C	33.2	C	+0.3
San Felipe Rd. and McCloskey Rd./Wright Rd.	Signal	AM	42.6	D	45.4	D	+2.8
		PM	<b>76.4</b>	<b>E</b>	<b>85.3</b>	<b>F</b>	<b>+8.9</b>

## 5.0 CUMULATIVE IMPACTS SUMMARY

Intersection	Existing Int. Control	Peak Hour	Cumulative w/ out Project		Cumulative w/ Project		
			Avg. Delay	LOS	Avg. Delay	LOS	Change in Delay
Union Rd./Mitchell Rd. and Hwy. 156	Signal	AM	<b>93.7</b>	<b>F</b>	<b>110.1</b>	<b>F</b>	<b>+ 16.4</b>
		PM	<b>196.8</b>	<b>F</b>	<b>217.5</b>	<b>F</b>	<b>+ 20.7</b>
Valley View Rd. and Sunnyslope Rd.	All-Way Stop <sup>B</sup>	AM	<b>88.8</b>	<b>F</b>	<b>206.8</b>	<b>F</b>	<b>+ 118.0</b>
		PM	<b>236.6</b>	<b>F</b>	<b>404.4</b>	<b>F</b>	<b>+ 167.8</b>
Westside Bl. and Fourth St./San Juan Rd.	Signal	AM	15.7	C	15.8	C	+0.1
		PM	17.7	C	17.8	C	+0.1
Westside Bl. and Nash Rd.	One-Way Stop <sup>A</sup>	AM	18.2	C	19.1	C	+0.9
		PM	<b>48.6</b>	<b>E</b>	<b>62.7</b>	<b>F</b>	<b>+ 14.1</b>
Fairview Rd. and Union Rd. <sup>D</sup>	Future Signal	AM	22.9	C	23.1	C	+0.2
		PM	25.3	C	24.6	C	-0.7
Hwy. 25 Bypass and East Park St.	Signal	AM	28.4	C	28.7	C	+0.3
		PM	35.5	D	38.7	D	+3.2
Hwy. 25 Bypass and Hillcrest Rd.	Signal	AM	26.8	C	31.7	C	+4.9
		PM	30.1	C	<b>38.1</b>	<b>D</b>	<b>+8.0</b>
Hwy. 25 Bypass and Meridian St.	Signal	AM	29.0	C	29.3	C	+0.3
		PM	43.7	D	45.3	D	+1.6
Hwy. 25 Bypass and Santa Ana Rd.	Signal	AM	20.6	C	21.6	C	+1.0
		PM	21.7	C	23.2	C	+1.5
Memorial Drive extension and Santa Ana Rd. <sup>D</sup>	Fut. One-Way Stop	AM	11.8	B	12.2	B	+0.4
		PM	17.4	C	19.8	C	+2.4

Notes:

- A The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
- B The reported delay and corresponding level of service for all-way stop-controlled intersections represents the average delay for all approaches at the intersection.
- C This intersection is planned to be signalized as part of the project. Thus, the LOS reported under cumulative with project conditions is based upon the signalization of the intersection.
- D Future intersection.
- (If) Intersection is oversaturated and average delays are excessive. An accurate delay cannot be calculated since the traffic volume levels and resulting oversaturated conditions exceed the bounds of the unsignalized level of service methodology.
- Entries denoted in bold indicate conditions that exceed the County's current level of service standard.

### Cumulative Peak-Hour Signal Warrant Checks

The results of the peak-hour traffic signal warrant checks under cumulative conditions are summarized on Table 3.13-12. The results indicate that the addition of project traffic under cumulative conditions will create the need for a traffic signal at the intersection of Fairview Road and Meridian Street.

**TABLE 3.13-12**  
**CUMULATIVE PEAK-HOUR SIGNAL WARRANT CHECKS**

Intersection	Intersection Control	Peak Hour	Warrant Met?	
			Cumulative w/o Project	Cumulative w/ Project
Cienega Rd. and Union Rd.	Two-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
East St. and Fourth St.	All-Way Stop	AM	No	No
		PM	Yes	Yes
Fairview Rd. and Airline Hwy./Ridgemark Dr.	All-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Fairview Rd. and Fallon Rd.	Two-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Fairview Rd. and Hillcrest Rd./N Proj. Access <sup>A</sup>	One-Way Stop	AM	Yes	/a/
		PM	Yes	/a/
Fairview Rd. and John Smith Rd.	One-Way Stop	AM	No	No
		PM	No	No
Fairview Rd. and McCloskey Rd.	One-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Fairview Rd. and Meridian St.	One-Way Stop	AM	No	No
		PM	No	Yes
Fairview Rd. and Santa Ana Rd.	One-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Fairview Rd. and Santa Ana Valley Rd.	One-Way Stop	AM	No	No
		PM	No	No
Hwy. 25 and Wright Rd.	Two-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Memorial Dr. and Hillcrest Rd.	All-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Memorial Dr. and Meridian St.	All-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Valley View Rd. and Sunnyslope Rd.	All-Way Stop	AM	Yes	Yes
		PM	Yes	Yes
Westside Bl. and Nash Rd.	One-Way Stop	AM	No	No
		PM	No	No
Memorial Dr. ext. and Santa Ana Rd. <sup>B</sup>	Fut. One-Way Stop	AM	Yes	Yes
		PM	Yes	Yes

Notes:

A This intersection would be signalized with construction of the project.

B Future Intersection.

Signal warrant checks based on Warrant 3, Part B - Peak-Hour Signal Warrant contained in the 2006 CAMUTCD.

The recommended mitigation measures are discussed below.

#### RECOMMENDED IMPROVEMENTS UNDER CUMULATIVE CONDITIONS

The results of the cumulative analysis show that the operations at a number of intersections will degrade to unacceptable levels under traffic conditions projected for the year 2023. This indicates that over the next 10 to 15 years, it is likely that improvements at these locations will be

## 5.0 CUMULATIVE IMPACTS SUMMARY

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necessary in order to maintain an acceptable level of service standard. For the most part, these deficiencies are a result of development growth throughout the City and County. In most cases, the project's individual contribution to each deficiency is not significant.

Described below are the intersection impacts and recommended mitigation measures necessary to maintain an acceptable level of service and intersection operations under project conditions. It is anticipated that the improvements specified within the mitigation measures may be included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program as this program is regularly updated to include new projects over the buildout period of Santana Ranch. However, as explained more fully in **Section 3.13, Traffic and Circulation**, under the analysis of **Impact 3.13-1**, the County has determined that the TIF program will be required to be updated prior to issuance of any building permits for the project, which may include identification of specific improvements and revision of the TIF fee.

Although it is anticipated that the TIF program and impact fee will be updated to reflect the higher density of the project, in the event this update does not occur or the update occurs but either: (1) does not include all identified improvements; and/or (2) does not ensure the construction of the identified improvements prior to when the need for said improvements is triggered, the County has indicated its intention to establish a Benefit Area for the Santana Ranch project, as an alternative means to collect funds and establish a program to contribute towards the identified improvements that may not otherwise be covered by the TIF fee. The County has also indicated that it will require, as a condition of approval of the first tentative map for the project, that the developer cooperate in the forming of such a Benefit Area, in the event and to the extent that the TIF has not been updated to reflect all the identified improvements to be constructed in a timely manner. Under either approach, the project will be required to contribute a fair-share contribution, based on its pro rata contribution of trips, toward the identified future improvements.

Described below are the intersections at which the project's contribution toward the cumulative impact will be significant and the recommended improvements to mitigate the project's cumulative impacts to the extent feasible. However, as discussed further below, because the proposed mitigation cannot ensure the timely construction of the identified improvements, the project's cumulative impacts to the identified intersections are **significant and unavoidable**.

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. This is a **potentially significant cumulative impact**.

**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) 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. This is a **potentially significant cumulative impact**.

**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**.

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. This is a **potentially significant cumulative impact**.

**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**.

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. This is a **potentially significant cumulative impact**.

**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**.

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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. This is a **potentially significant cumulative impact**.

**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**.

Cumulative impacts to the following intersections are also considered to be **potentially cumulatively significant impacts**, as previously discussed in the Project Impacts section, as indicated:

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 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**, set forth in **Section 3.13, Traffic and Circulation**. 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**.

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**, set forth in **Section 3.13, Traffic and Circulation**. 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**.

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**, set forth in **Section 3.13, Traffic and Circulation**. 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**.

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 145<sup>th</sup> 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**, set forth in **Section 3.13**,

**Traffic and Circulation.** With implementation of the above mitigation measure, this impact would be **less than significant with mitigation incorporated**.

**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. This is a **potentially cumulatively significant impact**.

**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**.

**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. This is a **potentially cumulatively significant impact**.

**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 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**.

**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. This is a **potentially cumulatively significant impact**.

**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**.

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- 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. This is a **potentially cumulatively significant impact**.
- 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**.
- 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. This is a **potentially cumulatively significant impact**.
- 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**.
- 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. This is a **potentially cumulatively significant impact**.
- 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**.

**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. This is a **potentially cumulatively significant impact**.

**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**.

### WET AND DRY UTILITIES

#### Demand for Wastewater Treatment

**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 impacts** will result from development of the project.

While the proposed project, combined with existing and reasonably foreseeable, probable future projects in the vicinity, will result in the increased demand for wastewater treatment services, it is anticipated that adequate treatment capacity will exist through connection to the City of Hollister Domestic Wastewater Treatment Plant. This plant has been expanded to accommodate growth anticipated in the water treatment service area, which includes the City of Hollister and contiguous areas within the Hollister urban area. Because this capacity already exists and would be available for the project as well as other cumulative development, it is not anticipated that the capacity of the plant will need to be expanded, or new facilities built. Therefore, the project would not make a cumulatively considerable contribution to cumulative environmental impacts associated with new or expanded wastewater treatment facilities.

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### Construction of Stormwater Drainage Facilities

**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. These impacts are considered to be **less than significant**.

Similar to the project, development of other cumulative projects listed within this chapter, would require the construction of storm drain facilities to collect and manage stormwater runoff generated by these projects. The construction of these facilities would involve activities such as site clearing, mass grading, excavation and trenching, which can adversely affect water quality by increasing soil erosion rates in the construction area. The exposure of raw soil to the natural elements (e.g. wind, rain) during grading operations may impact surface runoff by increasing the amount of silt and debris carried by stormwater runoff. These impacts could combine and result in potentially significant air quality and water quality impacts.

However, it is anticipated that these projects, similar to the proposed project, will be required to prepare Storm Water Management Plans, and that these plans will be required to incorporate best practices for the protection of water quality and air quality during site construction. These measures are intended to minimize water and air quality impacts during construction. Therefore, the project would not make a cumulatively considerable contribution to cumulative water and air quality impacts associated with the construction of storm water facilities and it is anticipated that cumulative impacts associated with new or expanded stormwater drainage facilities will be **less than significant**.

### Solid Waste Disposal Capacity

**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. This impact is considered **less than significant**.

The proposed project, in combination with past, present, and reasonably foreseeable, probable future development in the County, will generate additional demand for refuse disposal. Current and reasonably foreseeable, probable future projects include those listed within this chapter.

Similar to the project, other cumulative development will be required to pay dumping fees, which are then used to create new and/or expand existing landfill facilities. These fees are programmed by the landfill to increase capacity required to accommodate the refuse from these new and planned projects. While the proposed Santana Ranch project, in combination with other cumulative development in the County, may ultimately result in the need for expanded landfill capacity, it is anticipated that this capacity will be provided through payment of the applicable fees. It is therefore anticipated that cumulative impacts associated with insufficient landfill capacity will be **less than significant**.

### Energy Consumption

**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. This potential cumulative impact is considered **less than significant**.

**Policy 29, Energy Conservation**, within the San Benito County General Plan Open Space and Conservation Element encourages the use of energy-efficient design in new construction. As discussed in **Section 3.14, Wet and Dry Utilities and Energy**, the project incorporates numerous land use, design and building features to address the incorporation of energy efficient design and building materials, and passive solar energy, including site orientation for solar access. In addition, a network of bicycle and pedestrian paths are provided to facilitate alternative modes of transportation. These and other features will result in the reduction of energy usage within the project. It is anticipated that the current and reasonably foreseeable, probable future projects listed within this chapter will also be required to incorporate energy-saving design features, in accordance with the requirements of San Benito County, as well as with other applicable policies, laws and standards of the City of Hollister, such as Title 24 Energy Efficiency Standards. Cumulative impacts resulting from the wasteful or inefficient consumption of electricity, natural gas and gasoline, are therefore anticipated to be **less than significant**.