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DRAFT
Bennett Ranch Project-3061 Southside Road
Initial Study/Mitigated Negative Declaration
San Benito County, California

Prepared for:
County of San Benito
Resource Management Agency
2301 Technology Parkway
Hollister, CA 95023

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Report Date: August 2017

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Table of Contents

List of Tables

List of Exhibits

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/kg	micrograms per kilogram
AB	Assembly Bill
afy	acre-feet per year
AMBAG	Association of Monterey Bay Area Governments
APCD	Air Pollution Control District
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
BMPs	Best Management Practices
CalEEMod	California Emissions Estimator Model
CalFire	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CA-MUTCD	California Manual on Uniform Traffic Control Devices
CCRWQCB	Central Coast Regional Water Quality Control Board
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CGS	California Geological Survey
CHRIS	California Historical Resources Information System
CMA	Congestion Management Agency
CNEL	Community Noise Equivalent Level
COG	Council of Governments
CRHR	California Register of Historic Resources
CVP	Central Valley Project
dB	decibels
dBA	A-weighted decibel scale
DEIR	Draft Environmental Impact Report
DLRP	California Department of Conservation Division of Land Resource Protection
DOT	Department of Transportation
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
EPA	U.S. Environmental Protection Agency
EVA	Emergency Vehicle Access
FEMA	Federal Emergency Management Agency

FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GHG	Greenhouse Gases
HRCQ	highway route controlled quantities
HUA	Hollister Urban Area
In/sec	inch per second
IS/MND	Initial Study/Mitigated Negative Declaration
LAFCO	San Benito County Local Agency Formation Commission
L_{dn}	day/night sound level
L_{eq}	equivalent continuous sound level
LHMP	Multi-Jurisdiction Local Hazard Mitigation Plan
LID	Low impact development
L_{max}	maximum instantaneous noise level
LOS	Level of Service
MBARD	Monterey Bay Air Resources District
mgd	million gallons per day
MLD	most likely descendant
mph	miles per hour
MRZ	Mineral Resource Zones
$MTCO_2e$	carbon dioxide equivalents
NAHC	Native American Heritage Commission
NCCAB	North Central Coast Air Basin
NHMRR	National Hazardous Materials Route Registry
NO_x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NRHM	nonradioactive hazardous materials
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
O_3	ozone
OSHA	California Division of Occupational Safety and Health
PM_{10} and $PM_{2.5}$	particulate matter
PPV	peak particle velocity
Qa	Holocene aged alluvial sediments
Qg	Holocene river gravels
Qoa	Pleistocene aged older alluvial sediments

R1	Single-Family Residential
RAM	radioactive materials
RCRA	Resource Conservation and Recovery Act of 1976
R-DEIR	Recirculated Draft EIR
RHNA	Regional Housing Needs Allocation
RM	Residential Mixed
ROG	Reactive organic gases
RSLs	Regional Screening Levels
RWQCB	regional water quality control boards
SLF	Sacred Lands File
SMARA	Surface Mining and Reclamation Act of 1975
SOI	Sphere of Influence
SO_x	sulfur dioxide
SR	State Route
SSCWD	Sunnyslope County Water District
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	toxic air contaminant
TIMP	Transportation Impact Mitigation Fees
TIS	Traffic Impact Study
UGB	Urban Growth Boundary
USFWS	United States Fish and Wildlife Service
UWMP	Urban Water Management Plan
VHFRHS	Very High Fire Hazard Severity Zones
VOC	volatile organic compounds

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SECTION 1: INTRODUCTION

1.1 - Purpose

The purpose of this Initial Study/Mitigated Negative Declaration (IS/MND) is to identify any potential environmental impacts from implementation of the Bennet Ranch Project (Project) in unincorporated San Benito County, California. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the County of San Benito (County) is the Lead Agency in the preparation of this IS/MND and related environmental documentation/technical analyses required for the Project. The County has discretionary authority over the proposed Project. The intended use of this document is to disclose the potential environmental impacts resulting from development of the Project and to provide the basis for input from public agencies, organizations, and interested members of the public.

The remainder of this section provides a brief description of the Project location and the characteristics of the Project. Section 2 includes an environmental checklist giving an overview of the potential impacts that may result from Project implementation. Section 3 elaborates on the information contained in the environmental checklist, along with justification for the responses provided in the environmental checklist.

1.2 - Project Location

The Project site is located at 3061 Southside Road, approximately 0.5 mile south of the City of Hollister (outside of its municipal boundaries and sphere of influence) in unincorporated San Benito County, California. The site is made up of a single approximately 27.26-acre parcel (Assessor's Parcel Number [APN] 020-290-049) bounded by Southside Road to the west, orchards to the north, an undeveloped ridgeline to the east, and an abandoned gravel quarry to the south. Regional access to the site is taken via State Route 25 (SR-25), as shown on Exhibit 1, with connections to the Central Valley and the Monterey Bay Area provided by SR-152 and SR-156.

1.3 - Environmental Setting

The Project site is located at the southern end of the Hollister Valley, an area of irregular and varied topography where the valley transitions to low foothill terrain. A northwest-trending ridgeline adjoins the site to the east, formed by uplift along multiple strands of the East Branch Calaveras fault. Slope inclinations are about 30 percent at the base of the ridge, the site is relatively flat, with an overall gentle slope to the north-northwest of about 2 degrees. The San Benito River runs approximately 0.2 mile to the west of the site. The related streambed is usually dry during the summer, as this region of the state receives almost all of its rain during the winter months.

The site is located on the rural-urban fringe, with surrounding land uses that include more urbanized residential subdivisions, land in active agricultural production, and open space. To the west of the site on the opposite side of Southside Road, south of Hospital Road, lies a residential subdivision of single-family homes, and there are more residences clustered to the east of County Labor Camp Road, south

of the Project site. Further to the east, there are additional residential subdivisions flanking SR-25. To the north of the site, there are walnut orchards in active production, while immediately to the east lies undeveloped grazing land and hills (Exhibit 2). To the south, there is an abandoned gravel quarry.

The Project site has been in cultivation as an orchard since the 1950s, and while orchards were removed from the central and southern portions of the site within the last 15 years, the northern portion of the site remains in cultivation today. The remains of an old canal are present on-site, parallel to the northeast property line. Existing structures on the site consist of two single-family homes and associated outbuildings, including a barn, corrals, and woodsheds in the central portion of the site, as well as a compound of tents and RVs built around an old farmhouse in the southwest corner of the site. There are also some utility poles and lines on the site providing connection to existing buildings, although the main utilities are generally located on the west side of Southside Road. Overall, the site has been heavily disturbed over years of farming and the existing character is primarily agricultural.

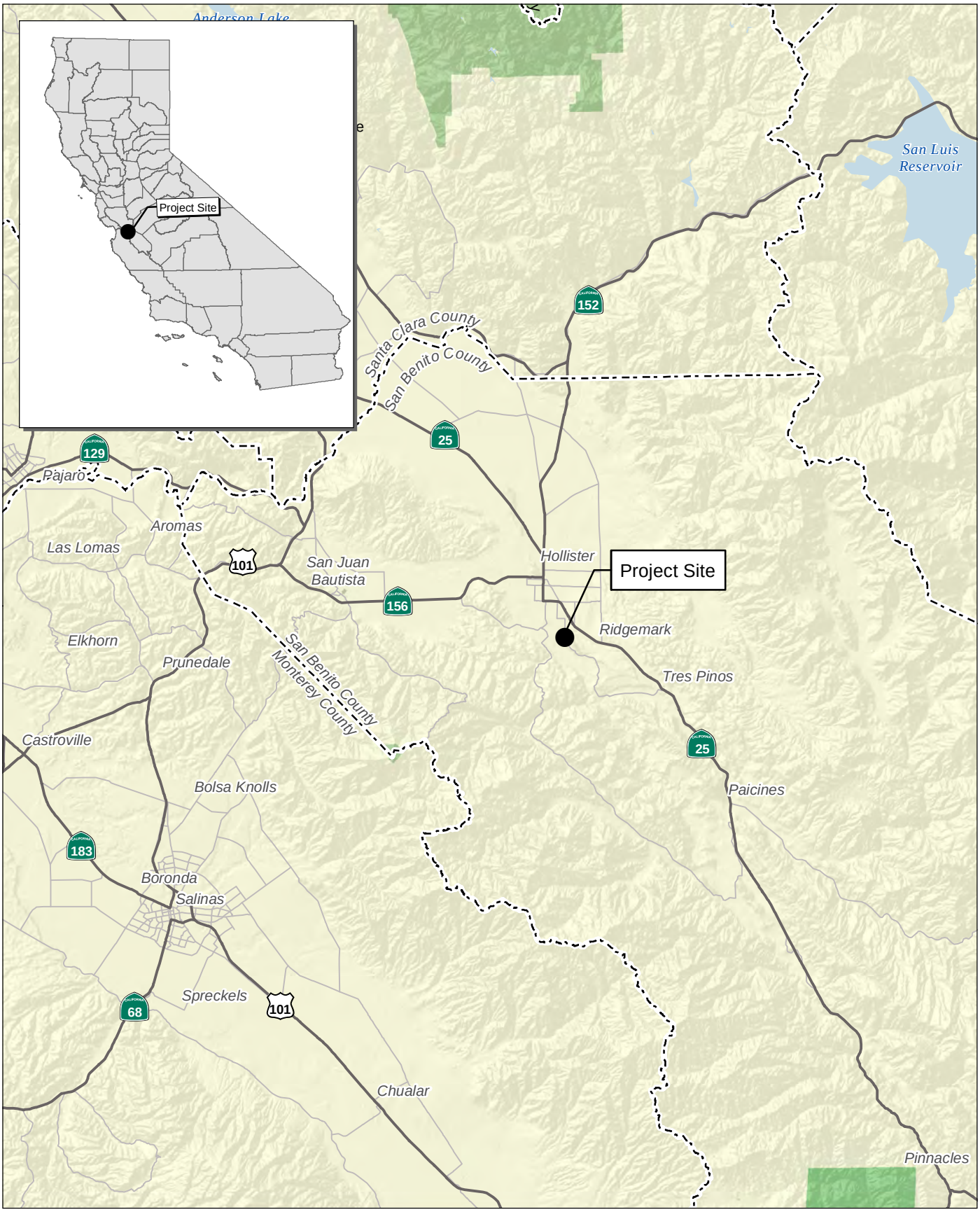
Currently, access to the site is provided by a gravel driveway that runs east from Southside Road near Hospital Road. There are existing Class II bike lanes on County Labor Camp Road, and Class I bike lanes are planned for the segment of Southside Road adjacent to the Project site. There is no direct transit service within 1 mile of the site, and there are no pedestrian facilities in the vicinity.

The General Plan land use designation applicable to the site is Residential Mixed (RM), which allows for areas of unincorporated village or neighborhood uses with a residential density of up to 20 dwelling units per acre where circulation and utility services exist. The site is zoned Single-Family Residential (R1), which allows single-family homes, incidental recreational uses, and horticulture and gardens. The minimum lot size in the R1 District is 5,000 square feet where public sewer and water service is available. Building heights are limited to 30 feet and maximum lot coverage is 40 percent.

1.4 - Project Description

The Project Applicant, Catalyst Development Partners, is proposing to subdivide the site and construct 84 single-family homes oriented around three new roadways internal to the site along with related improvements, as shown on the proposed site plan (Exhibit 3). Lot sizes would range from approximately 7,200 square feet to approximately 14,000 square feet in size. The homes would be constructed with conventional light frame structures, using concrete slab on grade or structural mat foundations and would include energy and water efficient appliances, native or drought tolerant plants, and water efficient outdoor irrigation systems. The homes would adhere to all applicable R-1 zoning development standards.

Primary access to the site would be provided via a two-way, stop controlled driveway at the intersection of Southside Road and Hospital Road. Emergency vehicle access (EVA) would also be available from Southside Road at the northwestern corner of the site, approximately 450 feet south of Enterprise Road. Internal roadways would be 60 feet wide and have fully improved frontages, with curbs, gutters, sidewalks, and streetlights in accordance with applicable County and other standards and requirements. Internal roadways would also provide Class III bike lanes for shared use with motor vehicles, connecting to the existing Class II lanes on Southside Road.



Source: Census 2000 Data, The CaSIL, FCS GIS 2016.

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5 2.5 0 5 Miles

Exhibit 1
Regional Location Map

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Source: Bing Imagery

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850 425 0 850
Feet

Exhibit 2
Local Vicinity Map
Aerial Base

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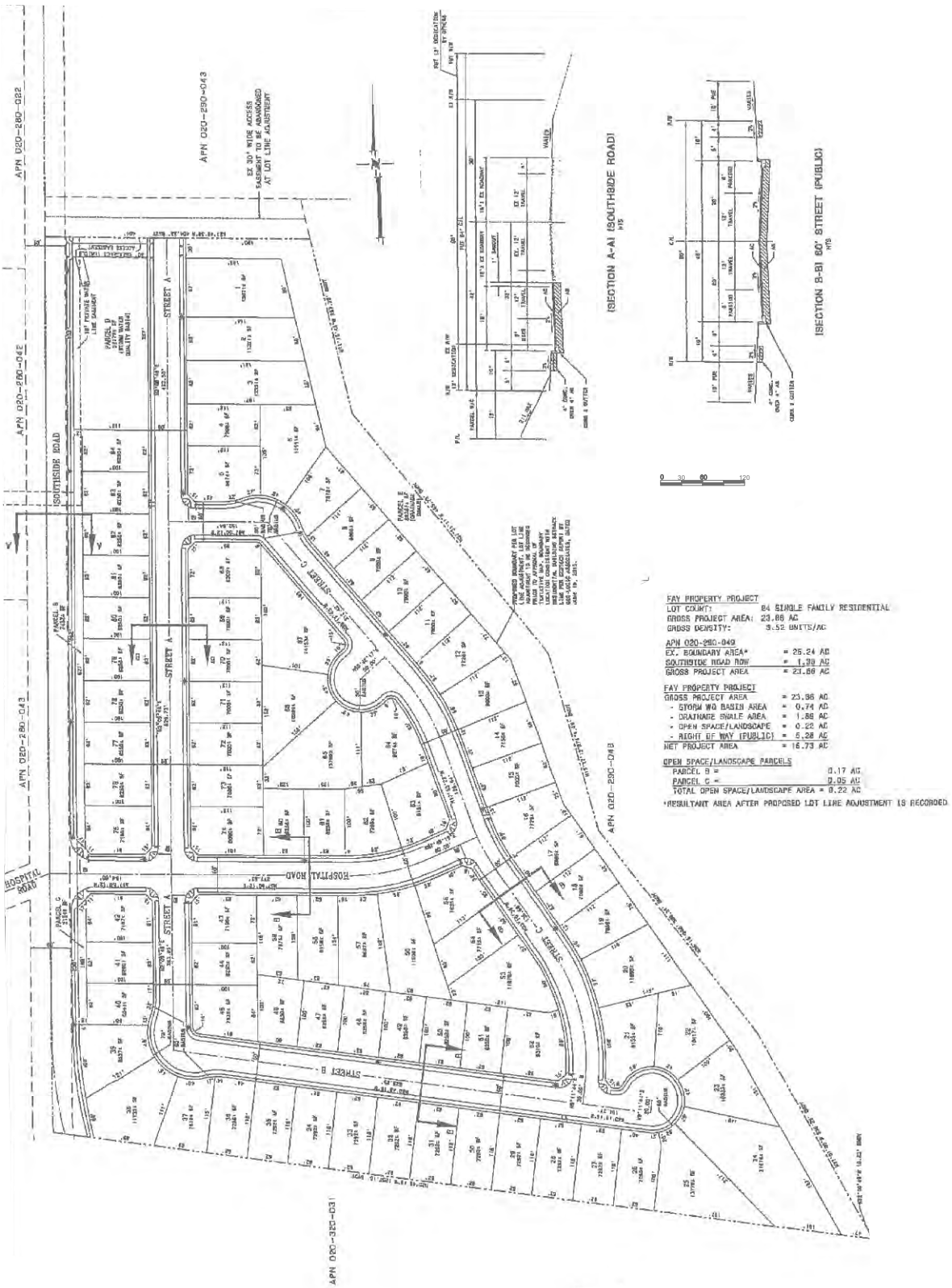

Source: MacKay & Somps, 2016

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Exhibit 3
Conceptual Site Plan

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It is anticipated that the Project would be served by Hollister area utilities. Water service would be provided to the site by the Sunnyslope County Water District (SSCWD). Wastewater from the site would be conveyed by gravity flow through 8-inch sewer mains installed on-site to connect with the existing City of Hollister sewer main on Southside Road, then would flow to the City's Southside Lift Station just south of Enterprise Road. Existing utility lines would be removed and new electricity, gas, phone, and cable connections would be provided in an underground joint trench. A stormwater detention basin and bioswale would be installed in the northwestern corner of the site in accordance with applicable County and other standards and requirements. Additional linear open space would be provided on-site along Southside Road, as well as in a 50-foot buffer along the eastern perimeter of the site. While the Project site is located within the geographical boundaries of the Hollister urban area (as defined in the City of Hollister Urban Area Water and Wastewater Master Plan (Master Plan)), the site is not currently within the City's Sphere of Influence (SOI). As such, it is anticipated that San Benito County Local Agency Formation Commission (LAFCO) approval may be necessary (e.g., in connection with an out-of-agency service agreement and related sphere of influence amendment or other action(s) as may be required under applicable LAFCO laws).

Construction[1] is anticipated to take approximately 30 months, with demolition of existing structures completed beforehand. The site would be graded and excavated, with maximum cuts of approximately 13 and 22 feet in the southern portion of the site and less cut and fill in other portions of the site. An estimated total of approximately 65,600 cubic yards of material would be cut and an estimated 57,800 cubic yards of fill material would be used. The remaining 7,800 cubic yards would be exported. Overexcavation is anticipated to account for soil compaction. Eight-foot tall retaining walls would be utilized in the design to restrain soil along slopes at the eastern edge of the site.

1.5 - Required Discretionary Approvals

The proposed Project would require the following discretionary approvals from the County:

- Vesting Tentative Subdivision Map
- Tree Removal Permit

In addition, it is anticipated that other public agencies may have some level of discretionary authority over certain aspects of the Project, including, without limitation, the following:

- Regional Water Quality Control Board[
- LAFCO
- City of Hollister

1.5.1 - Ministerial Approvals

- Improvements plans
- Final maps

[1] Construction includes site disturbance, grading, trenching, infrastructure preparation, and placement and assembly of structures.

1.6 - Intended Uses of this Document

This IS/MND has been prepared to determine the appropriate scope and level of detail required in completing the environmental analysis for the proposed Project. This document will also serve as a basis for soliciting comments and input from members of the public and public agencies regarding the proposed Project. The Draft IS/MND will be circulated for a period of 30 days, during which period comments concerning the analysis contained in the IS/MND should be sent to:

Taven Kinison Brown
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Resource Management Agency
Planning Division
2301 Technology Parkway
Hollister, CA 95023
Phone: 831.637.5313
Email: tkinisonbrown@cosb.us

SECTION 2: ENVIRONMENTAL CHECKLIST AND ENVIRONMENTAL EVALUATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
☒	Aesthetics	☒	Agriculture and Forestry Resources	☐	Air Quality
☒	Biological Resources	☒	Cultural Resources	☒	Geology/Soils
☐	Greenhouse Gas Emissions	☒	Hazards/Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☒	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☒	Transportation/Traffic	☒	Tribal Cultural Resources	☒	Utilities/Services Systems
☒	Mandatory Findings of Significance				

Environmental Determination

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measure based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Date: Aug 17, 2017 Signed: Tawen M. Kinison Brown

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
1. Aesthetics *Would the project:*				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

Environmental Evaluation

Setting

The RDEIR of the General Plan notes that the County's most striking features are the Diablo and Gabilan Mountain Ranges and the San Benito Valley between them. The Project site is located in the San Benito Valley and the Diablo and Gabilan Mountains are located more than five miles south of the site. There are no state designated scenic highways located in the County. However, three highways are County designated scenic highways, including U.S. Route 101, located approximately 12.4 miles west of the project site; SR-146, located approximately 27.7 miles south of the project site; and SR 129, located approximately 14.5 miles west of the Project site. SR-25 from SR-198 to Hollister, located approximately 1 mile east of the Project site, is eligible for designation as a State Scenic Route, but it is not a County designated scenic roadway.[2]

The County offers scenic resources including a diversity of natural settings and landscapes. Agriculture and rangeland are the dominant land uses within the County and account for approximately 75 percent of the total land area. Most roadways within the County offer some views of rural agricultural landscapes. In San Benito County, agricultural land and rangeland serve as scenic resources (San Benito County 2010e). Specifically, scenic resources include, among others, views of grazing lands, agricultural farms, and cultivated fields in the region's foreground, views of valleys immediately beyond the County's cities and small communities, and views of the Diablo and Gabilan Mountain Ranges in the background. Scenic resources also include historic mining sites and the historic and rural character of small, unincorporated communities within the County, including Tres Pinos, located approximately 5 miles southeast of the Project site.

[2] San Benito County. 2015. 2035 General Plan DEIR, "Aesthetics/Visual Resources." Page 7.

The natural landscape transitions into higher density urban development near the cities of San Juan Bautista and Hollister. As noted in the project description, the site is located on the rural-urban fringe. It has been in agricultural cultivation as an orchard since the 1950s, with a portion of the site continuing in agricultural production today. Several existing single-family residences and related outbuildings and other structures are on-site as well. Overall, the site has been heavily disturbed over years of farming and the existing character is primarily agricultural. The central portion of the Project site includes approximately 7 acres of orchard habitat, composed of mature English walnut (*Jugland regia)* trees.

Surrounding land uses include more urbanized residential subdivisions, land in active agricultural production, and open space. Immediately to the east, lie grazing lands and fields that are fallow. Further to the east, there are additional residential subdivisions flanking SR-25. To the west of the site on the opposite side of Southside Road, south of Hospital Road, lies a residential subdivision of single-family homes, and there are more residences clustered to the east of County Labor Camp Road, south of the Project site. To the north of the site, there are walnut orchards in active production. To the south, there is an abandoned gravel quarry.

The Project site contains street lighting from the two existing residences and multiple outbuildings. However, the site is within half a mile from the City of Hollister and other surrounding residential homes, both of which produce noticeable light sources. The site is located within 13 miles of an astronomical observatory within Fremont Peak State Park.

To protect these light-sensitive park areas, the existing County provisions contain three lighting zones. The lighting zones allow increasing flexibility in the uses of outdoor lighting based on the distance each zone is from the light-sensitive parks. The Project site is located in Zone II. General requirements are applicable to all zones, under Section 19.31.006 and the special requirements applicable to Zone II are set forth in Section 19.31.008, listed below.

(A) (1) Total outdoor light output (excluding streetlights used for illumination of county roadways or private roadways related to any development project in Zone II shall not exceed 50,000 initial raw lamp lumens per net acre, averaged over the entire project.

(2) Furthermore, no more than 5,500 initial raw lamp lumens per net acre may be accounted for by lamps in unshielded fixtures permitted in Table 19.31.006(1) of this chapter.

(B) Outdoor recreational facilities in Zone II shall not be illuminated after 11:00 p.m., except to conclude a scheduled recreational or sporting event in progress prior to 11:00 p.m.

(C) Outdoor internally illuminated advertising signs shall be constructed either with an opaque background and translucent letters and symbols, or with a colored (not white, cream, off-white or yellow) background and lighter letters and symbols. Lamps used for internal illumination of the signs shall not be included in the lumens per net acre limit set in this section. The signs shall be turned off at 11:00 p.m. or when the business closes, whichever is later.

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

Less than significant impact. A scenic vista is generally characterized as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. As described in the County's General Plan, most of the County consists of agricultural and rangeland uses such as row crops, pastures, orchards, vineyards, ranches, and farms; as such, many of the County's scenic vistas consist of views of these areas. The Project would consist of the development of single-family homes within an area already planned for more urbanized residential development, with an RM General Plan land use designation and an R1 zoning district designation. The Project would include development of an existing fallow agricultural site, within about one half mile from the City of Hollister. This rural landscape, although common in the County and in the site vicinity, is a highly valued landscape to some viewers and is treated as a scenic resource generally under the County's General Plan. The General Plan envisions growth to be located away from prime agricultural lands, and lands that are not visible from existing scenic roads. However, the Project would convert the Prime Farmland within the Project site to non-agricultural, residential use. During the County's General Plan Update process, the Project site (along with similar other lands in the County) were re-designated for urban use, with rezoning to R-1. The revisions to land use and zoning designations were evaluated in the General Plan EIR to disclose the loss of prime agricultural land and the planned expansion of residential development as part of the build out of the General Plan. Within the R1 district, the aggregate ground coverage may not exceed 40 percent of the building site, and no building height may exceed 30 feet.[3] In addition, the scenic views of the mountain ranges west and north are available from residential neighborhoods west and east of the Project site. As the Project would not exceed the 30-foot building height threshold, these views would not be obstructed by the Project. Therefore, impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?

Less than significant impact. As discussed in the settings section, there are many scenic resources in the County. However, the project site is not located on a county designated scenic roadway. There are also no officially designated State Scenic Highways in the Project vicinity. The nearest eligible or designated State Scenic Highway is California Highway 12, located approximately 6.1 miles to the southeast. Therefore, the Project would have no impact on scenic resources such as rock outcroppings, trees, or historic buildings within view from a scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less than significant impact. The Project site and immediate vicinity, as with most of the County as a whole, has a rural character dominated by agricultural and grazing land, rolling hillsides, and rural residential uses. The Project site currently contains agricultural land, remnant walnut orchards, and one single-family residence. Despite the presence of adjacent suburban-style residential development to the south of the Project site, the site and surrounding area to the north, east, and

[3] San Benito County Code of Ordinances Chapter 25.11.24 Height and Coverage Limitations.

west maintains a rural atmosphere. The resulting rural visual character, although not unique within the County, would be considered scenic and is treated as such by the County's General Plan. In addition, the transition of the site from a rural atmosphere to a more suburban and residential (developed) character would be a substantial change in aesthetic character. This change, because it alters an existing rural character considered scenic to some viewers, could be considered a substantial change in visual character. However, the Project would comply with the County's design standards contained in Chapter 25.29 of the Code of Ordinances, along with the County's General Plan Land Use goals and policies related to visual character. Furthermore, the ridgelines adjoining the site to the east would not be built upon. Additional linear open space would be provided on-site along Southside Road, as well as in a 50-foot buffer along the eastern perimeter of the site. The Project would also be consistent and compatible with the visual character and quality of nearby, existing residential uses, and would feature a cohesive, visually appealing and attractive design.

During public outreach efforts for the 2035 General Plan, the community identified the importance of agricultural and open space vistas, and placed a high aesthetic value on the contribution of these land uses to the rural character of the County. The Land Use Element seeks to maintain the County's rural character. Goal LU-1 states the goal of the County is to protect the County's rural character and natural beauty. Because agricultural lands are considered valuable visual resources that define the County's rural character, Goal LU-3 ensures the long-term protection of the agricultural industry and underlying agricultural lands. Goal LU-4 encourages incentives for clustered residential plans as a means to protect valuable natural resources. Policy LU-4.5 implements Goal LU-4 by using innovative site planning and residential design features to increase design quality and protect surrounding area. Goal LU-5 promotes regional thoroughfare development to be compatible with surrounding land uses and respect the scenic character of the County. Various other goals and policies focus on finding ways to protect the County's historical resources through design criteria requirements, as outlined under Goal LU-7 and its supporting policies. Those policies require new development to recognize the local architectural and historical context, ensure coordination with property owners, neighborhood associations, and preservation groups, promote adaptive reuse of historic structures, and require new development in historical areas to be compatible with existing historic structures. Other policies under Goal LU-7 promote attractive neighborhoods by minimizing unsightly views of infrastructure. Goal LU-8 and its supporting policies encourage new development in the unincorporated parts of San Benito County to occur in a manner that protects and enhances the County's visual character.

As such, the proposed residential Project would not substantially degrade the existing visual character or quality of the site or its surroundings with mitigation

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than significant impact with mitigation incorporated. As noted in the description discussion above, new sources of lighting would be introduced to the Project site. Site illumination provides safety for vehicular and pedestrian movement, and increases security. Well-conceived lighting gives clarity and unity to the overall site and to each subarea within it. The introduction of new lighting into a minimally lit area would extend the light glow of a suburban area further into rural areas,

proportionally affecting the extent of suburban light glow in the nighttime sky. However, the proposed Project would be required to conform with applicable provisions of the County "Dark Skies" Ordinance (Chapter 19.31), which requires the use of outdoor lighting systems and practices designed to reduce light pollution and glare, and to protect the nighttime visual environment by regulating outdoor lighting that interferes with astronomical observations and enjoyment of the night sky. Compliance with the above requirements of Chapter 19.31 of the San Benito County Code would reduce any lighting-related impacts to a less than significant level.

Glare is primarily a daytime phenomenon, caused by sunlight reflecting from structures, roadways, and cars. However, glare can also be created at night by vehicle headlights. Potential sources of glare associated with the proposed project would consist of glazing (windows) and other reflective materials used in the façades of proposed structures, the reflective surfaces of vehicles parked and travelling within and around the project site, and night time vehicle headlights. Any highly reflective façade materials would be of particular concern, as buildings would reflect the bright sunrays.

The proposed Project would introduce new sources of glare on the Project site, which could adversely affect daytime views of the site. Therefore, implementation of Mitigation Measure AES-1 would be required, which ensures compliance with applicable provisions of the County "Dark Skies" Ordinance (Chapter 19.31), and would reduce potential impacts to less than significant.

Mitigation Measures

MMAES-1 **(A) Design Standards**

Prior to issuance of the first building permit for the project, the project proponent shall submit anticipated design components to the County for review and approval in order to confirm consistency with applicable standards, requirements and design guidelines. Said components shall, at minimum, satisfy the following:

- Natural building materials and colors compatible with surrounding terrain (earth-tones and non-reflective paints) shall be used on exterior surfaces of all structures, including fences and walls.
- Color combinations used on individual home roofs, walls, and fascia shall be selected as to avoid high contrast, such as very dark brown adjacent to white.
- Roof vents shall be the same earth tone shade as the surrounding roof surface.
- All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials and colors used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare.
- Building windows shall be tinted with an antireflective material.

The final map(s) for the project shall include a note indicating that this mitigation measure must be met prior to issuance of the first (1st) building permits. The above referenced standards, components and materials shall be denoted on building plans. A copy of said standards, components, and materials shall be submitted with grading and building plans prior to issuance of building permit(s) for individual lot development.

MM AES-1 (B) Landscaping

Prior to the recordation of the first final map, the project proponent shall submit tract-wide landscaping plans to the County for review and approval. Figure 7 and Figure 8 in Section 2.0, Project Description, show the currently proposed conceptual landscape plan. Tract-wide landscaping plans shall comply with the following requirements:

- Landscaping installed as part of tract improvements shall include fencing along the north and east side of the project.
- Landscaping shall consist of drought-tolerant native species, as feasible, along with other acceptable species identified by the County as appropriate.
- Only natural fiber, biodegradable materials shall be used.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
2. Agriculture and Forestry Resources				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☒	☐	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☒	☐	☐

Environmental Evaluation

The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), established by the State Legislature in 1982, assesses the location, quality, and quantity of agricultural lands and conversion of these lands over time. The FMMP is a non-regulatory program contained in Section 612 of the Public Resources Code. The Program contains five farmland categories (Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing) with a purpose of providing consistent and impartial analysis of agricultural land use and land use changes throughout California, as called for under Section 65570(b) of the Government Code.

Prime Farmland (P) comprises the best combination of physical and chemical features able to sustain long-term agricultural production. Irrigated agricultural production is a necessary land use four years prior to the mapping date to qualify as Prime Farmland. The land must be able to store moisture and produce high yields. Farmland of Statewide Importance (S) possesses similar characteristics to Prime Farmland with minor shortcomings, such as less ability to hold and store moisture and more pronounced slopes. While it does not meet the criteria for Prime Farmland or

Farmland of Statewide Importance, Unique Farmland (U) has a production history of propagating crops with high-economic value. Farmland of Local Importance (L) is important to the local agricultural economy. Local advisory committees and county specific board of supervisors determine this status. Finally, Grazing Land (G) is suitable for browsing or grazing of livestock.

According to the California Department of Conservation Division of Land Resource Protection (DLRP), Prime Farmland, covering 27,446 acres, is the predominant farmland designation within the San Benito County Planning Area; 6,359 acres of land has been designated as Farmland of Statewide Importance.[4] Shown in Exhibit 4, a majority of the site is designated Prime Farmland, and development would convert this land to a more urbanized residential usage. This conversion, however, has already been planned for by the County. Zoning for the site has already been changed from agricultural to residential "R-1" by the San Benito County Zoning Ordinance, and the Project site is designated as Residential Mixed (RM) under the County's General Plan. General Plan Policy LU-3.10: Agricultural Land Mitigation, among other General Plan goals and policies focused on agricultural lands, would be applicable to the Project. The purpose of LU-3.10 is to minimize impacts to important farmlands, conflicts with agriculturally zoned uses, and agricultural conversion impacts by establishing a program designed to mitigate the loss of farmland resulting from urban development in the unincorporated areas of the County by requiring the permanent protection of farmland at a 1:1 ratio based upon the amount of farmland converted. The policy is designed to specifically compensate for the loss of agricultural land.

The San Benito County Local Agency Formation Commission (LAFCo) defines "Prime Farmland," in accordance with California Government Code Section 56064. This section of the Government Code defines "Prime agricultural land" as follows:

"Prime agricultural land means an area of land, whether a single parcel or contiguous parcels, which has not been developed for a use other than an agricultural use and that meets any of the following qualifications:

- Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.
- Land that qualifies for rating 80 through 100 Storie Index Rating.
- Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.
- Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.

[4] California Department of Conservation FMMP Important Farmland Conversion Report Website: http://www.conservation.ca.gov/dlrp/fmmp/Documents/fmmp/pubs/2010-2012/FCR/FCR%202015%20Appendices.pdf Accessed September 20, 2016

- Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years."

The Project site would meet the LAFCo definition of prime farmland, as it includes land planted with 7 acres of orchard habitat, composed of mature English walnut.

In addition, the County's "Right to Farm" ordinances, and General Plan Policy LU-3.9: Right to Farm and Ranch, are applicable and encourage the protection of agricultural lands and operations by requiring compliance of projects with these provisions that are approved for locations in or adjacent to productive agricultural areas and ranching areas to reinforce the "right to farm and ranch" policy, including disclosure requirements and buffers. In so doing, these policies help to minimize land use conflicts in the County by supporting the rights of farming operations, even when established urban uses in the area may result in complaints against agricultural practices.

The Williamson Act, codified in 1965 as the California Land Conservation Act, allows local governments to enter into contracts with private landowners, offering tax incentives in exchange for an agreement that the land will remain as agricultural or related open space use for a period of 10 years. As shown on Exhibit 4, the San Benito County Williamson Act map, the Project site is not under a Williamson Act contract. The closest area under a Williamson Act contract is located approximately 0.21 mile south of the Project site, with lands designated as "other land" (and not subject to any Williamson Act contracts) located in between.

According to the California Public Resources Code §4526, the California Board of Forestry and Fire Protection defines "Timberland" as land not owned by the federal government, nor designated as experimental forest land, which is capable and available for growing any commercial tree species. The board defines commercial trees on a district basis following consultation with district committees and other necessary parties. According to the EIR prepared for the 2035 San Benito County General Plan Update Recirculated-Draft EIR (R-DEIR), there are no forest land, timberland, or timberland production areas, as zoned by applicable state and local regulations located within San Benito County.

Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Less than significant impact with mitigation incorporated. The Project site currently contains an orchard and has undeveloped grazing fields. As noted above, the FMMP classifies the majority of the Project site as "Prime Farmland." The Project would convert the Prime Farmland to non-agricultural, more urbanized residential uses. The EIR prepared for the County's General Plan notes that implementation of policies such as LU-3.10 and LU-3.9 would encourage the maintenance of existing agricultural lands through said policies and payment of mitigation fees. The 2035 General Plan recognizes the importance of continued preservation of agricultural lands through numerous policies that are intended to protect agricultural values and productivity. The 2035 General Plan

further provides a framework to guide future land use development to accommodate population growth in an orderly fashion. As a result, the 2035 General Plan conceded it is inevitable that some farmlands would be converted to accommodate long-term population growth needs, and would permit the loss of farmland to urban development both on land with urban land use designations and from growth in scattered locations. The Project site (along with other lands in the County) were re-designated for urban use, with rezoning to R-1 following thereafter, consistent with the direction of approaching growth as discussed above. The county adopted a Statement of Overriding Considerations stating that the benefits of the project override any remaining significant adverse impacts of the Project to the conversion of farmland.

The proposed Project would convert Prime Farmland to non-agricultural, more urbanized residential uses but would be required to abide by Policy LU-3.10 to either preserve in perpetuity an equal amount of farmland or pay an in-lieu fee. This would be accomplished with the implementation of Mitigation Measure AG-1.

As explained in more detail above, this impact was accounted for in and adequately disclosed by the General Plan EIR and the Project would not result in new or more severe impacts that were not already evaluated and mitigated as part of the General Plan EIR, since the Project site has already been designated for residential use by the General Plan.

Furthermore, a land evaluation and site assessment was prepared for the Project to determine the potential significance of the Project's conversion of agricultural lands (Appendix A). The LESA model is composed of six factors, each of which is separately rated on a 100-point scale. Two Land Evaluation factors are based on measures of soil resource quality. Four Site Assessment factors provide measures of a project's size, water resource availability, surrounding agricultural lands, and surrounding protected resource lands. The assessment was based upon published geologic information and the USDA Web Soil Survey. The land evaluation of the Project site does not rate the site as a property of significance to agricultural production. Agricultural activities have not occurred on-site since 2014 and the land is not currently irrigated. Further, irrigation is not readily feasible, and the only nearby well, which services two rental structures, generates 15 gallons per minute, rendering it incapable for crop irrigation.

For the above reasons, the Project would not result in any new or more severe significant impacts than those that were previously disclosed and considered in connection with the County's decision to re-designate and rezone the Project site (and other certain lands) for urban uses as part of the 2035 General Plan Update. Furthermore, with the mandatory implementation of Policy LU-3.10 as set forth in MM AG-1 below, the County would ensure that the Project adheres to the agricultural mitigation policies as contemplated by the 2035 General Plan Update and related EIR. Accordingly, with implementation of MM AG-1, impacts would be less than significant.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As noted above, the Project site is currently zoned "R-1" residential, which is non-agricultural, urbanized residential use; also, the site is not encumbered by a Williamson Act contract. Other farmlands that are under Williamson Act contract, located approximately 0.21 mile south of

the Project site, would not be altered by development of the Project, as there is a roadway dividing the areas. Furthermore, as shown on Exhibit 3-2 of the 2035 General Plan, the County designates the land immediately surrounding the Project site for residential development. No Impacts would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. The Project site is located in an "Urban Rural" area and is surrounded by residential subdivisions, land in active agricultural production, and open space. As noted in the settings, there are no forest land, timberland, or timberland production areas, as zoned by applicable state and local laws and regulations located within San Benito County, or otherwise present on-site. Present site conditions preclude potential conflicts with a forest zoning designation; therefore, no impact would occur.

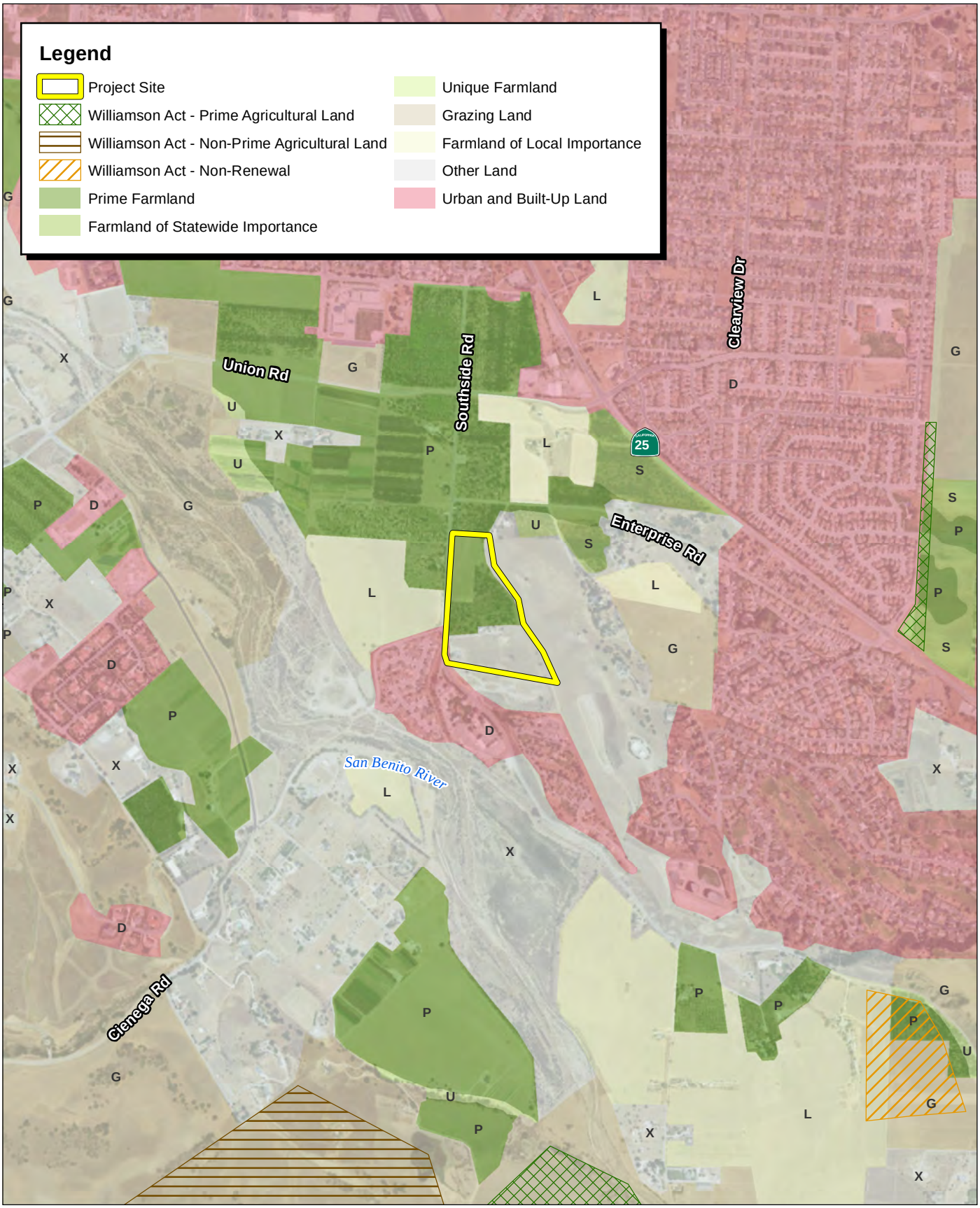
d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. As noted above, there are no forest land, timberland, or timberland production areas, as zoned by applicable state and local laws and regulations located within San Benito County, or otherwise present on-site. The Project site does not contain, nor is it adjacent to forested land. The Project would not result in the loss of forest land or conversion of forest land to non-forest use due to present conditions. Therefore, no impact would occur.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Less than significant impact with mitigation incorporated.

The proposed Project would not be expected to create any significant conflicts with existing commercial agricultural operations in the form of increased complaints, particularly given the implementation of the County's right to farm and ranch policies and provisions. The proposed Project also would not be expected to result in any significant conflicts with agricultural operations related to traffic. Construction of the proposed Project would not involve closure or obstruction of any unpaved farm roads outside the project site. Therefore, construction would not interfere with the circulation of agricultural vehicles and equipment on unpaved farm roads on adjacent private properties. After the construction phase, the Project would generate traffic associated with residential uses, with traffic occurring on paved roads, rather than unpaved farm roads on adjacent private properties.



Source: CA Dept of Conservation, 2015

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Exhibit 4
County of San Benito Important Farmland and Williamson Act Contracts

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The Project's residential use is consistent with the site's existing General Plan and Zoning designations. As discussed in Appendix A, a land evaluation and site evaluation of the Project site did not identify the property as significant to agricultural production. Furthermore, as noted above under b), and shown on Exhibit 3-2 of the 2035 General Plan, the County designates the land immediately surrounding the Project site for residential. Cumulatively, implementation of the Project could result in more conversion of Farmland to non-agricultural use by encouraging the Project vicinity to convert over time to more urbanized uses. However, this potential impact was already disclosed in the General Plan EIR, and was found to be cumulatively significant and unavoidable on a County-wide scale even without the proposed Project. The Project would be required to adhere to all applicable regulations including, among others, General Plan Policies LU-3.10 and LU-3.9 and would be required to implement MM AG-1. Overall, impacts would be less than significant.

Mitigation Measures

MM AG-1 Prior to issuance of any grading permits, the Project proponent shall provide that for every one (1) acre of FMMP Important Farmland (Prime Farmland, Farmland of Statewide Importance, and Unique Farmland) on the Project site that is permanently converted to non-agricultural use as a result of project development, one (1) acre of land of comparable agricultural productivity shall be preserved in perpetuity (for a total of 14 acres). Said mitigation shall be satisfied by the applicant through:

a. Granting a perpetual conservation easement(s), deed restriction(s), or other farmland conservation mechanism(s) to the County or qualifying entity which has been approved by the County, such as the San Benito County Agricultural Land Trust, for the purpose of permanently preserving agricultural land. The required easement(s) area or deed restriction(s) shall therefore total a minimum of 14 acres of FMMP Important Farmland. The land covered by said off-site easement(s) or deed restriction(s) shall be located in San Benito County; or
b. Making an in-lieu payment to a qualifying entity which has been approved by the County, such as the San Benito County Agricultural Land Trust, to be applied toward the future purchase of a minimum of 14 acres of FMMP Important Farmland in San Benito County, together with an endowment amount as may be required. The payment amount shall be determined by the qualifying entity or a licensed appraiser; or
c. Making an in-lieu payment to a qualifying entity which has been approved by the County, such as the San Benito County Agricultural Land Trust, to be applied toward a future perpetual conservation easement, deed restriction, or other farmland conservation mechanism to preserve a minimum of 14 acres of FMMP Important Farmland in San Benito County. The amount of the payment shall be equal to 110 percent of the amount determined by the qualifying entity or a licensed appraiser; or
d. Any combination of the above.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
3. Air Quality *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Environmental Evaluation

The analysis in this section is based, in part, on an Air Quality Technical Study completed by Rincon Consultants, Inc. and peer reviewed by First Carbon Solutions. The study is provided in its entirety in Appendix B.

The Project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County, San Benito County, and Santa Cruz County. The Project site is located in the northeastern corner of the NCCAB, which covers an area of approximately 5,159 square miles along the central California coast. The Monterey Bay Air Resources District (MBARD) is responsible for air monitoring, permitting, enforcement, long-range air quality planning, regulatory development, education, and public information activities related to air pollution.

The following MBARD rules would limit emissions of air pollutants from construction and operation of the proposed Project.

- Rule 400 (Visible Emissions)—Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.

- Rule 402 (Nuisances)—No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- Rule 425 (Use of Cutback Asphalt)—The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) is restricted.
- Rule 426 (Architectural Coatings)—This rule limits the emissions of ROGs from the use of architectural coatings.

Where available, the significance criteria established or recommended by the MBARD were used to make the following determinations. The thresholds of significance are shown below in Table 1. In developing thresholds of significance for air pollutants, the MBARD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

Table 1: MBARD Air Quality Significance Thresholds for Criteria Pollutants of Concern—Operational Impacts

Pollutant Source	Threshold(s) of Significance
NO_x, as NO_2	137 lbs/day (direct + indirect)
ROG	137 lbs/day (direct + indirect)
PM_{10}	82 lbs/day (on-site)2
SO_x, as SO_2	150 lbs/day (direct)3
CO	550 lbs/day (direct)3
Note: lbs/day = pounds per day Source: MBARD, 2008	

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than significant impact. The MBARD CEQA Air Quality Guidelines (2008) states that population-related projects determined to be consistent with Association of Monterey Bay Area Governments (AMBAG) population growth forecasts are consistent with the Air Quality Management Plan (AQMP).

For a proposed residential project, consistency is determined by comparing the project population at the year of project completion with the forecast for the appropriate 5-year increment (e.g., if project completion is 2018, the project would be compared with year 2020 forecasts) for the jurisdiction in which the project is located. A proposed residential project is consistent with the AQMP if the

population increase resulting from the project would not cause the estimated cumulative population (i.e., existing population plus population from locally approved but not yet constructed projects) to exceed forecasts for the next 5-year increment. Construction of the proposed Project is expected to be completed prior to 2020; therefore, 2020 forecasts are used. In addition, as the proposed Project is located in unincorporated San Benito County, the increase in population that would result from construction and operation of the proposed Project is compared to the population forecast for unincorporated San Benito County.

The Association of Monterey Bay Area Governments (AMBAG) 2014 Regional Growth Forecast predicts a 2020 population total for unincorporated San Benito County of 31,135 and a 2020 housing unit total of 10,610. The California Department of Finance estimates for total population and total housing units in unincorporated San Benito County as of January 2015 are 19,109 and 6,755, respectively (California Department of Finance, 2015). The difference between the Department of Finance 2015 estimates and the AMBAG 2020 projections for total population and total housing units are 12,026 and 3,855, respectively. The proposed Project would add approximately 84 housing units and approximately 240 persons to unincorporated San Benito County between 2015 and 2020. The population increase associated with the proposed Project of 240 persons is based on the California Emissions Estimator Model (CalEEMod) population estimate of 2.85 persons per unit for an 84-unit housing development in San Benito County. The persons per household number of 2.85 is used in the Air Quality Technical Study for the Fay Subdivision Project prepared by Rincon Consultants, Inc. Additionally, the San Benito County General Plan has designated the Project site and general vicinity as Residential Mixed (RM), which includes a maximum density of up to 20 units per acre. Given that the Project would have 84 units in an approximate 27-acre area, the Project would have a density of approximately 0.32 units per acre, which is consistent with the General Plan and AMBAG population forecasts. This represents approximately 0.2 percent of the projected total population increase, and approximately 0.22 percent of the projected total housing unit increase. The population increase resulting from the Project would not cause the estimated cumulative population to exceed forecasts. Therefore, the Project is consistent with the AQMP and impacts would be less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant impact. This impact relates to localized criteria pollutant impacts. Potential localized impacts would be in excess of state and federal standards for oxides of nitrogen (NO_x), particulate matter (PM_{10} and $PM_{2.5}$), and carbon monoxide (CO). PM_{10} and $PM_{2.5}$ are of concern during construction because of the potential to generate exhaust emissions from the operation of off-road construction equipment, construction worker traffic, and fugitive dust during earth-disturbing activities (construction fugitive dust). CO emissions can be of concern during project operation to the extent there are operational CO hotspots, which are related to increases in on-road vehicle congestion. NO_x emissions are of concern due to potential health impacts from exposure to NO_x emissions during both construction and operation and as a precursor in the formation of airborne ozone. Reactive organic gases (ROG) emissions are also important because of their participation in the formation of airborne ozone. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Elevated ozone

concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children. Construction and operational emissions are discussed separately below.

Construction Emissions

The regional construction emissions associated with development of the proposed Project were calculated using the CalEEMod version 2013.2.2. In the modeling, the lot size for this proposed Project was adjusted to 25.8 acres to reflect the project description. Default construction scheduling was used for this analysis, except that 11 days of demolition were added for the existing on-site dwellings and related structures, and the architectural coatings for the single-family residences were assumed to be applied throughout the construction period. The proposed Project would utilize typical demolition and construction equipment such as dump trucks, scrapers, bulldozers, compacters, and front-end loaders. The construction activities associated with development would generate diesel emissions and dust.

This analysis assumes that demolition of the existing on-site residences and related structures, grading, and construction of the proposed residences and related improvements on the Project site would begin in January 2017. For the purposes of the air quality analysis, construction is estimated to end in April 2019 based on CalEEMod default lengths for construction phasing of a project of this size. Although this construction schedule has changed, it is conservatively predicted as it represents the longest possible duration. (As construction activities move out into time, the emissions from construction vehicles would be less than those analyzed here because of increased emissions standards for vehicles that are required.) In order to provide a conservative, reasonable worst-case evaluation of daily levels of construction emissions, the analysis assumed that all lots on the Project site and related improvements would be developed concurrently. The MBARD employs only one quantitative threshold in connection with the above referenced criteria air pollutants to determine construction-related air quality impacts: it uses a threshold of 82 lbs/day of PM_{10} for determining significance of construction related emissions (MBARD's CEQA Air Quality Guidelines, 2008). Table 2 summarizes the maximum daily emissions generated from construction activities during each year of Project construction.

Table 2: Estimated Construction Emissions

Year	Maximum Daily Emissions (lbs/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
2017	6.2	69.7	47.9	0.06	21.0	12.5
2018	32.8	26.2	23.6	0.04	2.0	1.7
2019	32.4	23.6	22.8	0.04	1.8	1.4
Maximum Daily Construction Emissions	**32.8**	**69.7**	**47.9**	**0.06**	**21.0**	**12.5**
Maximum Daily Construction Emissions with Best Management Practices	*32.8*	*69.7*	*47.9*	*0.06*	*11.0*	*7.0*
MBARD Significance Threshold	—	—	—	—	*82*	—

Table 2 (cont.): Estimated Construction Emissions

Year	Maximum Daily Emissions (lbs/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Exceeds Threshold?	**N/A**	**N/A**	**N/A**	**N/A**	**No**	**N/A**

As shown above in Table 2, construction of the proposed Project would result in a maximum of 21.0 lbs/day of PM_{10}, which is below the MBARD threshold of 82 lbs/day of PM_{10}. Therefore, impacts would be less than significant. Furthermore, compliance with MBARD Rule 400 (Visible Emissions), Rule 425 (Use of Cutback Asphalt), and Rule 426 (Architectural Coatings).

Although the Project would be below thresholds of significance for PM_{10}, MBARD recommends the use of the following Best Management Practices for the control of short-term construction generated emissions in any event:

- Water all active construction areas at least twice daily. The frequency should be based on the type of operation, soil and wind exposure
- Prohibit all grading activities during periods of high wind (over 15 mph)
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days)
- Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed areas
- Haul trucks shall maintain at least 2'0" of freeboard
- Cover all trucks hauling soil, sand, and other loose materials
- Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land
- Plant vegetative ground cover in disturbed areas as quickly as possible
- Cover inactive storage piles
- Install wheel washers at the entrance to construction sites for all exiting trucks
- Pave all roads on construction sites
- Sweep streets, if visible soil material is carried out from the construction site
- Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance)
- Limit the area under construction at any one time

Implementation of the MBARD recommended Best Management Practices would further reduce the proposed Project's already *less than significant* impacts related to construction air emissions.

Operational Emissions

Long-term operational emissions associated with the proposed Project are those attributed to vehicle trips (mobile emissions), the use of natural gas (energy source emissions), and consumer products, architectural coatings, and landscape maintenance equipment (area source emissions). CalEEMod version 2013.2.2 was used to calculate emissions based on the proposed land uses for the Project site and the number of trips generated. The default value for the number of trips that would be generated by operation of the Project was modified based on traffic data from the Fay Property Residential Subdivision *Transportation Impact Study* prepared by Wood Rodgers (2016).

The default CalEEMod parameters for emissions from wood and gas burning hearths/fireplaces were altered to specify that all hearths/fireplaces for the proposed Project would be natural gas fired, following Goal HS-5.13 of the San Benito County 2035 General Plan Health and Safety Element. Area source emissions associated with landscaping equipment were calculated using CalEEMod defaults.

The Project includes design features that would improve air quality as compared to traditional development techniques, including energy and water efficient appliances, native or drought tolerant plants, and water efficient outdoor irrigation systems. The Project would also be subject to comply with the most recent (2016) Title 24 energy efficiency standards, which would elevate the project's sustainable features beyond other comparable projects that may have been issued permits or constructed prior to 2016.

As shown in Table 3, operational emissions associated with buildout of the proposed Project with BMPs would not exceed MBARD thresholds. Impacts to regional air quality due to operation of the proposed Project would be less than significant and no mitigation is required.

Table 3: Estimated Operational Emissions with Best Management Practices

Emission Source	Emissions Estimate (lbs/day)					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Area	4.7	0.1	7.0	<0.1	<0.1	<0.1
Energy	0.1	0.6	0.3	<0.1	0.1	0.1
Mobile	6.1	20.1	96.8	0.1	5.8	1.7
Total Emissions	**10.9**	**20.8**	**104.0**	**0.1**	**5.9**	**1.8**
MBARD Significance Threshold	*137*	*137*	*550*	*150*	*82*	*N/A*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**	**NO**	**N/A**

Notes:
lbs/day = pounds per day N/A = Not Applicable
Subtotals are rounded separately and therefore may not sum to the total operational emissions for each pollutant.
Source: Calculations using CalEEMod 2013.2.2. Winter emissions were used as a worst-case scenario.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than significant impact. The MBARD is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the local air basin is classified as being in "attainment" or "non-attainment." Some areas are unclassified, which means no monitoring data are available. Unclassified areas are considered to be in attainment. Table 4 summarizes the State and Federal attainment status for criteria pollutants in the NCCAB.

Table 4: Attainment Status of the North Central Coast Air Basin

Pollutant	State Standard	Federal Standard
Ozone (O_3)	**Non-attainment**	Attainment/Unclassified
Inhalable Particulates (PM_{10})	**Non-attainment**	Attainment
Fine Particulates ($PM_{2.5}$)	Attainment	Attainment/Unclassified
Carbon Monoxide (CO)	Unclassified (San Benito County)	Attainment/Unclassified
Nitrogen Dioxide (NO_x)	Attainment	Attainment/Unclassified
Sulfur Dioxide (SO_x)	Attainment	Attainment
Lead	Attainment	Attainment/Unclassified

Note:
Non-attainment pollutants are highlighted in **Bold**.
Source: MBARD, NCCAB (NCCAB) AREA DESIGNATIONS AND ATTAINMENT STATUS—January 2015.
http://mbuapcd.org/wp-content/uploads/2015/01/attainment-status-january-2015.pdf

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The Guidelines indicate that a project that is inconsistent with the AQMP will have a significant cumulative impact on regional air quality. As discussed in Impact a) above, the Project is consistent with the applicable AQMP. In addition, cumulative air pollutant impacts would occur if the Project exceeded MBARD thresholds given in Table 2 or Table 3. The Project did not exceed any of the construction or operational thresholds.

The NCCAB is currently in non-attainment for State Ozone and PM_{10} standards as shown in Table 3, which represents an existing cumulatively significant impact within the air basin. As discussed in the Air Quality Technical Study, ozone precursors include ROG and NO_x. The Project would not exceed quantitative thresholds for either of these ozone precursors. Similarly, PM_{10} thresholds also would not be exceeded for construction or operation of the Project. Therefore, the Project would not make a considerable contribution to this existing, cumulatively significant impact.

The regional analysis of construction and operational emissions indicates that the Project would not exceed the MBARD's significance thresholds. Therefore, impacts would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than significant impact. A sensitive receptor is defined as the following: "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas." The nearest existing sensitive receptors are single-family residences located just west of the Project site, across Southside Road. The Riverside Estates are located south of Hospital Road and west of Southside Road; the nearest of these residences is located approximately 100 feet west of the Project site boundary. Another existing residence located on Southside Road is approximately 85 feet west of the Project site boundary.

A toxic air contaminant (TAC) is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

Operational CO Hotspot

Localized high levels of CO (CO hotspot) are associated with traffic congestion and idling or slow moving vehicles. The BAAQMD recommends a screening analysis to determine if a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is not necessary. The project would result in a less than significant impact to air quality for local CO if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans; or
- The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; or
- The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

As indicated in Section 16, Transportation/Traffic, the project was found to be consistent with the applicable congestion management plan after incorporation of MM TRANS-1; accordingly, the project is consistent with the first criterion.

The Transportation Impact Study prepared by Wood Rodgers (included as Appendix J to this IS/MND) identified peak-hour traffic volumes for six intersections affected by the project. As identified in the Transportation Impact Study, the maximum peak-hour intersection volume would occur at the Union Road/Airline Highway intersection in the Cumulative Plus Project scenario during the PM peak hour. The estimated cumulative traffic volume at the Union Road/Airline Highway intersection is 2,153 PM peak-hour trips. This level of peak-hour trips is substantially less than the BAAQMD's second and third screening criteria of 44,000 vehicles per hour and 24,000 vehicles per hour respectively. The

project would not result in an increase of traffic volumes at affected intersections to more than 44,000 vehicles per hour and would not increase traffic volumes at affected intersections to more than 24,000 where vertical or horizontal mixing is substantially limited thus satisfying the last two criteria.

The project meets all three screening criteria; therefore the project would not result in a significant impact to air quality for local CO.

Construction Period Toxic Air Contaminant Impacts

Exposure to localized concentrations of TACs was qualitatively assessed based on the Project's potential to result in increased exposure of sensitive receptors to new or existing TAC emission sources. Construction emission estimates shown above are based on a reasonable "worst-case" scenario and conservatively assume that all equipment would be running simultaneously during each phase.

The health risk associated with high concentrations of diesel exhaust PM_{10} from construction equipment has a carcinogenic and chronic effect, but no short-term acute effect is currently recognized. The Project could potentially expose sensitive receptors to temporary health hazards associated with TACs due to the operation of construction equipment. However, concentrations of mobile source diesel particulate matter (DPM) would only be present during temporary construction activities and, as shown in Table 2, in the construction emissions section, PM_{10} emissions associated with construction activity (estimated to reach a maximum of approximately 11.0 lbs/day) would be well below the 82 lbs/day threshold established by the MBARD. Therefore, the health risk associated with construction emissions would be less than significant and no mitigation is required.

Operational Period Toxic Air Contaminant Impacts

DPM has been classified as a TAC by ARB based on its potential to cause cancer and other adverse health effects. DPM would be emitted from diesel-fueled vehicles generated by the proposed Project during operation, which would combine with other non-project related traffic in the vicinity of the Project site. Urban roads with traffic volumes exceeding 100,000 vehicles per day or rural roads with volumes greater than 50,000 vehicles per day are potentially hazardous sources of TACs. However, given the low number of passenger vehicles trips that occur on Southside Road and Hospital Road (less than 4,000 vehicles per day, per road) and the relatively limited number of diesel and passenger vehicle trips that would be generated by the operational phase of the Project (approximately 895 daily vehicle trips), impacts would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less than significant impact. Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Project does not include any uses that would be associated with objectionable odors. Odor emissions from the proposed Project would be limited to odors associated with typical residential development such as vehicle and engine exhaust and idling. The Project does not include any known sources of objectionable odors for the long-term operations phase.

During construction activities, only short-term temporary odors from vehicle exhaust and construction equipment engines would occur. As the Project site is in a rural area without tall buildings to block air movement and hold odors, construction-related odors would disperse and dissipate and would not cause substantial odors at the closest sensitive receptors (located approximately 85 feet away). In addition, construction-related odors would be short-term, and would cease upon completion. Therefore, the Project is not expected to result in significant impacts related to objectionable odors during construction or operation.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
4. Biological Resources *Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Setting

This section evaluates potential effects on biological resources that may result from Project implementation. Descriptions and analysis in this section is based, in part, upon information gathered from the 2035 General Plan Update R-DEIR, and the results of the Biological Constraints Analysis of the site, conducted by H.T. Harvey & Associates included in Appendix C. Pursuant to Mitigation Measure (MM) BIO-1a of the County San Benito General Plan EIR (per General Plan Policy

NCR-2.8), H.T Harvey & Associates has been retained to prepare a biological resource assessment for the development, which has been peer reviewed by First Carbon Solutions.

Present Site Conditions

Pedestrian surveys conducted on March 18th and 24th, 2015 noted that the entire Project site contained several heavily disturbed, anthropogenic habitat types including non-native annual grassland, orchard, agricultural field, developed area and recently graded grasslands. Large areas of annual grassland have been regularly mowed as part of typical site maintenance. The open areas of non-native grassland, agricultural field, and graded grassland were all in orchard production as recently as 2007. The northern section of the site contains several acres of fallow field that were planted with a cereal cover crop.

The approximately 7 acres of disturbed non-native annual grassland habitat in the southern section of the site was dominated by weedy annual grasses and forbs, including hare barley (*Hordeum murinum* ssp. *leporinum*), wild oat (*Avena fatua*), Italian rye (*Festuca perennis*), rattail fescue (*Festuca myuros*), soft chess (*Bromus hordeaceus*), ripgut grass (*Bromus diandrus*), long-beaked storksbill (*Erodium botrys*), red-stemmed storksbill (*Erodium cicutarium*), black mustard (*Brassica nigra*), wild radish (*Raphanus sativus*), burclover (*Medicago polymorpha*), horehound (*Marrubium vulgare*), cheeseweed (*Malva parviflora*), milk thistle (*Silybum marianum*), English plantain (*Plantago lanceolata*), and yellow sweetclover (*Medicago officinalis*).

The central portion of the Project site includes approximately 7 acres of orchard habitat, composed of mature English walnut (*Jugland regia)* trees which appeared to be well maintained in active agricultural production. Certain trees are protected in the County pursuant to Article VII. Tree Protection of the County Zoning Code, applicable to the Project site. English walnuts are exempt from the article per 25.29.212 "Definitions." Black walnuts (*Jugland hindsii*), were observed adjacent to the homes and developed structures within the site and a permit will be required prior to their removal.

Sensitive Communities/Critical Habitats

A linear earthen ditch approximately 1,000 feet in length dominated by milk thistle was observed just outside of the northeastern boundary of the site adjacent to the site's agricultural field. The ditch did not support any water-loving plant species (hydrophytes), and was excavated in uplands. There are no existing culvert inlets or outlets associated with this feature and it is not hydrologically connected to any perennial, intermittent, or ephemeral creeks, ponds, other irrigation ditches, or other water bodies. For these reasons, this feature does not meet the physical criteria of waters of the U.S./State, and is not considered a sensitive or regulated habitat. There are also no other potential jurisdictional features (e.g., no drainages that would be subject to jurisdiction of the California Department Fish and Wildlife (CDFW) under Section 1600 of the California Fish and Game Code).

No natural communities considered sensitive by the CDFW as part of the Natural Heritage program and tracked in the CNDDB occur within five miles of the Project site. Federally designated critical habitat for three special status animal species are mapped within five miles of the Project site (USFWS 2016b).

Critical habitat for steelhead occurs within the San Benito River, located approximately 0.2 mile southwest of the Project site. No California tiger salamanders or California red-legged frogs were observed during reconnaissance-level survey, although this survey was not intended or adequate to detect these cryptic species, even if they had been present. CNDDB records indicate that California tiger salamanders occur in ruderal fields, stock ponds, drainages, and ephemeral pools in the site vicinity (CNDDB 2015). The closest record of a tiger salamander in upland habitat is 0.75 mile south of the site along Cienega Road, and the closest record of breeding tiger salamanders is a spring-fed sag pond approximately 2.0 miles to the southwest. California red-logged frogs occur in ponds in the site vicinity, and the closest record of this species to the site is approximately 2.0 miles to the southeast. However, there are no records of California tiger salamanders or California red-legged frogs occurring on or very close to the site. The USFWS has not designated critical habitat for these species on or adjacent to the site (H.T. Harvey & Associates, page 5).

As discussed more fully below and in the Biological Constraints Analysis, all special-status plant species are absent from the site.

Special-Status Species

Several special-status plant species are known to occur in the region. However, many of these plants are associated with habitat types that do not occur on the Project site, and occur at elevations outside of the range of elevations that occur on-site, or are present on specific soil types that are not found at the site. The site is heavily disturbed and contains anthropogenic habitats.

No special-status plant or wildlife species were observed during the reconnaissance-level surveys. However, there is a very low potential for small numbers of the state and federally listed California tiger salamander and federally listed California red-legged frog to disperse across the site, or to take refuge in small mammal burrows on the site. Several additional special-status wildlife species may occur on the site as uncommon or rare visitors, migrants, or transients, and are not expected to reside on the site or to occur in high enough numbers to be adversely affected by site development. These include the western red bat (*Lasiurus blossevillii*), San Joaquin whipsnake (*Masticophis flagellum ruddocki*), and golden eagle (*Aquila chyrsaetos*).

There is a very low probability that the state and federally listed San Joaquin kit fox may occur on the site.

Suitable breeding and foraging habitat for the burrowing owl and American badger, both California species of special concern, are present on the site, and these species may use the site currently or in the future.

The existing buildings on the site provide potential roosting habitat for several common species of bats, as well as the pallid bat, a California species of special concern. Impacts on a roost of pallid bats or on a large roost (i.e., >100 individuals) of common species of bats would be considered significant under CEQA.

Several species of common and special-status birds may nest on or adjacent to the site, as shown in Table 5.

Table 5: Potentially Occurring Birds

Species of Concern On/Near the Site	State Protected Species	Non-Special-Status Species on/near the site
Loggerhead Shrike	White-Tailed Kite	Northern Mockingbird
		American Robin
		Western Blue Bird
		Mourning Dove
		Dark-Eyed Junco
		Red-Tailed Hawk
Source: H.T. Harvey & Associates, 2015		

Would the project:

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

Less than significant impact with mitigation incorporated. There were no candidate, sensitive, or special status species identified in the aforementioned pedestrian surveys. However, as noted above, there are various species that may potentially use the Project site and therefore may be affected by the Project. All applicable special status animal species were evaluated for their potential to occur within the Project site based on the preliminary site survey data reports (see Biological Constraints Analysis). There is a very low potential for state and federally listed California tiger salamander and federally listed California red-legged frog to disperse across the site, or to take refuge in small mammal burrows on the site. Several additional special-status wildlife species may occur on the site as uncommon or rare visitors, migrants, or transients, and are not expected to reside on the site or to occur in high enough numbers to be adversely affected by site development. These include the western red bat, San Joaquin whipsnake, and golden eagle. There is a very low probability that the state and federally listed San Joaquin kit fox may occur on the site. Furthermore, suitable breeding and foraging habitat for the burrowing owl and American badger, both California species of special concern, are present on the site, and these species may use the site currently or in the future. However, these species would not be expected to inhabit the agricultural portions of the Project site (given the substantial amount of disturbance as a result of annual discing and other agricultural-related activities), and are unlikely to occur.

The likelihood and/or magnitude of impacts on these species is low; however, to satisfy Policy NCR-2.2, Mitigation Measures BIO-1 through BIO-6 are included to require avoidance and minimization wherever feasible to ensure that potential impacts are reduced the greatest extent possible. Measures include avoidance of grading during the wet season; pre-construction survey of the site by a qualified biologist prior to the start of construction activities; worker training conducted by a qualified biologist, informing construction workers of the biology of the special status species at

issue and the requirements of Project permits pertaining to these species; and protective measures if any species are encountered during construction activities.

As discussed above, suitable breeding and foraging habitat for the burrowing owl and American badger, both California species of special concern, is present on the site, and these species may use the site in the future. The potential for these species to occur on the site is somewhat higher than the potential for occurrence of the California tiger salamander, California red-legged frog, and San Joaquin kit fox, and therefore impacts of proposed development on individual burrowing owls and badgers are potentially significant under CEQA. Avoidance and minimization measures, including a pre-construction survey, are therefore required to meet the generally applicable requirements of Policy NCR-2.2 and should be implemented to avoid significant impacts on individuals. Implementation of Mitigation Measures BIO-3 and MM BIO-4 would reduce impacts to these species to a less than significant level.

As discussed above, the buildings on the site provide potential roosting habitat for several common species of bats, as well as the pallid bat, a California species of special concern. Impacts on a roost of pallid bats or on a large roost (i.e., >100 individuals) of common species of bats would be considered significant under CEQA. Avoidance and minimization measures, as proposed by MM BIO-5, include a pre-construction survey, implementation of buffers around active roosts during the maternity season, eviction of bats from their roosts outside of the maternity season, and possible installation of alternative roost structures (if a maternity roost must be demolished) prior to demolition of the barn and farmhouse structures. These measures would be required to mitigate impacts and reduce impacts to less-than-significant levels.

As discussed above, several species of common and special-status birds may nest on or adjacent to the site, as shown in Table 5 Impacts on these species would not be considered significant under CEQA. However, these species are protected by the Migratory Bird Treaty Act and California Fish and Game Code. The implementation of Mitigation Measure BIO-6, which consists of avoidance and minimization measures such as pre-construction surveys and the avoidance of active bird nests would ensure compliance with these regulations.

Mitigation Measures BIO-1 through MM BIO-6 are required to reduce potential impacts to the aforementioned species. As such, with the implementation of the proposed mitigation measures, impacts to sensitive species would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than significant impact. As noted above, there is a linear earthen ditch adjacent to the Project site, which is excavated in upland habitat. There are no existing culvert inlets or outlets associated with this feature and it is not hydrologically connected to any perennial, intermittent, or ephemeral creeks, ponds, other irrigation ditches, or other water bodies. This feature does not meet the physical criteria of waters of the U.S./State, and is not considered a sensitive or regulated habitat. The County of San Benito General Plan EIR also notes that the site is not located in a critical habitat,

and therefore no natural communities would be affected. As such, the Project would not have a significant impact on any riparian habitat or other sensitive natural communities identified in local or regional plans, policies, and regulations or by the CDFW or the United States Fish and Wildlife Service (USFWS).

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. As noted above, there is a linear earthen ditch adjacent to the Project site, which is excavated in upland habitat. There are no existing culvert inlets or outlets associated with this feature and it is not hydrologically connected to any perennial, intermittent, or ephemeral creeks, ponds, other irrigation ditches, or other water bodies. This feature does not meet the physical criteria of waters of the U.S./State, and is not considered a sensitive or regulated habitat. There are also no other potential jurisdictional features (e.g., no drainages that would be subject to jurisdiction of the California Department Fish and Wildlife (CDFW) under Section 1600 of the California Fish and Game Code). As such, no impacts to federally protected wetlands would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less than Significant Impact with Mitigation Incorporated. The Project site consists of fallow fields and orchards. Nesting birds may potentially occur within vegetation on and adjacent to the Project site in trees and shrubs. As discussed under Impact 4 a), above, the Project would include MM BIO-1 through MM BIO-6 to reduce potential impacts to migratory species to less than significant levels.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less than significant impact with mitigation incorporated. The County affords certain trees species protection under the Article VII of the County Code. As described above, Article 25.29.212 "Definitions," specifically exempts English walnuts, and their preservation is not required. As such, certain trees are protected in the County pursuant to Article VII. "Tree Protection" of the County Zoning Code (Chapter 25.29.212). The Project site contains black walnuts which are subject to a tree removal permit. Prior to grading activity, the Project Applicant would implement Mitigation Measure BIO-7, which requires the Applicant to obtain a tree permit from the County Director of Planning and Building Services prior to the removal of all on-site black walnut trees. With implementation of MM BIO-7, impacts related to conflicts with a tree preservation policy would be reduced to less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. According to Figure 8-4: USFWS Designated Critical Habitat within San Benito County, of the San Benito General Plan EIR, the Project site is not located within any designated critical habitat.

San Benito County has not adopted a habitat conservation plan,[5] and is not within the boundaries of a Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

Mitigation Measures

The Project shall comply with the following General Plan EIR mitigation measure:

> **NCR-2.9: Mitigation Funding and Site Protection**
> The County shall require that project applicants demonstrate that adequate funding can be provided to implement all required biological mitigation and monitoring activities. Habitat preserved as part of any mitigation and monitoring plan shall be preserved through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected.

The Project shall comply with the following project-specific mitigation measures:

MM BIO-1 The Project shall adhere to and demonstrate compliance with the following requirements to the satisfaction of the County:

- Avoidance of grading during the wet season (defined as the months of October to April);
- A pre-construction survey of the site for California red-legged frog and California tiger salamander by a qualified biologist prior to the start of construction activities; and
- A worker training session, conducted by a qualified biologist, informing construction workers of the biology of the California red-legged frogs and California tiger salamander and the requirements and procedures in the event these species are encountered during construction.

MM BIO-2 A pre-construction survey of the site by a qualified biologist prior to the start of construction activities shall be conducted, along with related measures involving avoidance of kit foxes during construction (such as maintenance of buffers around dens in the unlikely event that the species is detected during the pre-construction survey), per the *Standardized Recommendations For Protection Of The San Joaquin Kit Fox Prior To Or During Ground Disturbance* (USFWS 1999).

MM BIO-3 The project shall adhere to and demonstrate compliance with the following requirements to the satisfaction of the County:

- A pre-construction survey of the site for burrowing owl presence by a qualified biologist is required prior to the start of construction activities ;

[5] California Regional Conservation Plans Map. Website : https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed September 26, 2016.

- Should burrowing owls be discovered on or near the site, construction activities shall be avoided within 250 feet of active burrows during the breeding season (February 1 through August 31); and
- Eviction of owls from burrows will only be allowed during the nonbreeding season.

MM BIO-4 The project shall adhere to and demonstrate compliance with the following requirements to the satisfaction of the County: A pre-construction survey of the site for American Badger presence by a qualified biologist is required prior to the start of construction activities.

- Should an active badger den be discovered on or near the site, construction activities shall be avoided within 250 feet of active dens; and
- Eviction of American Badgers from dens will only be allowed during the nonbreeding season.

MM BIO-5 Avoidance and minimization measures to satisfy General Plan Policy NCR-2.2 shall be implemented to reduce the potential for proposed development of the site to result in significant impacts to roosting bats. Such measures shall include the following:

- Pre-construction surveys of all potential roosting structures by a qualified biologist prior to construction;
- Maintenance of disturbance-free buffers around active roosts during the maternity season (March 15 to August 31) to avoid impacting young bats that are not volant (i.e., that cannot fly); and
- The eviction of bats will only be allowed outside of the maternity season.

MM BIO-6 The following measures shall be implemented to ensure compliance with the Migratory Bird Treaty Act and California Fish and Game Code:

- Construction activities shall be avoided during the nesting season (i.e., February 1 to August 31) to the extent feasible.
- Potential nesting substrate (e.g., bushes, trees, snags, grass, and suitable artificial surfaces) should be removed during the non-breeding season (i.e., they should be removed between September 1 and January 31), if feasible, to help preclude nesting on the site by birds. If it is not feasible to schedule vegetation removal during the non-breeding season, then pre-construction surveys for nesting birds shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during construction activities. This survey shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist shall inspect all trees, shrubs, and other potential nesting habitats in and immediately adjacent to the site for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with the CDFW, shall determine the extent of a buffer zone to be established around the nest, typically a 300 foot radius for

raptors and a 100 foot radius for other birds, to ensure that no nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code will be disturbed during construction activities.

MM BIO-7 Prior to grading activities, the Project Applicant shall obtain a tree permit for all black walnut trees located on-site pursuant to Chapter 25.29 Article VII "Tree Protection." Permit requirements are clarified under Chapter 24.29.214, and no work shall commence prior to the approval of the permit by the County's Director of Planning and Building Services.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
5. Cultural Resources *Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Environmental Evaluation

The analysis in this section is based, in part, on an assessment of archaeological, paleontological, and historic resources completed by Rincon Consultants and peer reviewed by First Carbon Solutions. These studies are provided in their entirety in Appendix D. There have been no changes to the operations or site disposition since the studies were conducted. Large areas of annual grassland have been regularly mowed as part of typical site maintenance. The open areas of non-native grassland, agricultural field, and graded grassland were all in orchard production as recently as 2007. The northern section of the site contains several acres of fallow field that were planted with a cereal cover crop.

Setting

The County of San Benito General Plan notes that only 3 percent of the land area of San Benito County has been surveyed for cultural resources, yet over 1,300 cultural sites have been documented, including over 500 prehistoric and historic archaeological sites and over 850 historic buildings. The County has adopted numerous policies under GOAL NCR-7 of the 2035 General Plan which serves to protect, preserve, and enhance the unique cultural and historic resources in the County. Among these, there is a policy that applies to the proposed Project referred to as NCR-7.5, which notes that the County shall require development proposals that would remove structures 100 years or older to demonstrate why preservation of the structures and integration of the structures into the development proposal is inappropriate or infeasible.

Historical Resources

The Historic Building Assessment (Rincon 2017) noted that although the Project site served as a farm and orchard since the late nineteenth century, no evidence was found to suggest that the property

itself played an important role in any specific events or trends related to the national, state, or local agricultural industries. There was also no evidence available to suggest that previous owners of the Project site are important to local history. In addition, although the buildings and structures on the Project site retain a fair level of integrity, they do not exhibit any notable architecture or craftsmanship. Removal of the majority of the on-site orchards has also reduced the Project site's integrity of location, association, and setting, which are critical aspects of conveying historical significance for an agricultural property. Finally, it was noted that there are no reasons to believe that the Project site could yield important information about prehistory or history, and it is not historically significant in regard to the California Register of Historical Resources. The buildings and structures on the property do not appear eligible for listing in the National or California registers, and do not appear to be contributors to a National or California Register-eligible historic district.

Archaeologic Resources

As indicated in the Archeological Resources Study (Rincon 2015), a cultural resource records search was performed at the California Historical Resources Information System (CHRIS), Northwest Information Center (NWIC), to identify all previously conducted cultural resources work as well as any previous recorded cultural resources within a 0.5-mile radius of the Project site. A review of the National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, the State Historic Resources Inventory, and all available historic USGS 7.5 and 15-minute quadrangle maps was conducted.

The NWIC records identified six previous cultural resource studies within a 0.5-mile radius of the Project site. Of these, three included a portion of the site itself (S-05222, S-35749, and S-39123). These studies did not indicate the discovery of any significant archaeological resources.

The NWIC records identified two previously recorded cultural resources (P-35-000298 and P-35-000299) just outside (to the southwest) of a 0.5-mile radius of the Project site. Both are built-environment resources consisting of single-story residences. Neither of the resources is within the Project site and neither were found to be eligible for CRHR listing.

The Native American Heritage Commission (NAHC) was contacted by Rincon on September 11, 2015 to request a review of the Sacred Lands File (SLF). A response was received which stated as follows: the investigation "failed to indicate the presence of Native American cultural resources in the immediate project area." The NAHC provided a contact list of eight Native American individuals or tribal organizations that may have knowledge of cultural resources in or near the Project site as well. Each such individual/organization was contacted by mail to request any available information regarding cultural resources within or immediately adjacent to the Project site. No responses were received as of July 20, 2017.]

An intensive pedestrian survey of the site was conducted in order to examine all areas of exposed ground surface for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock) faunal and human osteological remains, soil discoloration that might indicate the presence of cultural midden, soil depressions, and features indicative of the former

structures or buildings or historic debris. Previously unrecorded cultural resources were not identified within the Project site. No artifacts or other indicators of archaeological resources were observed during the survey.

Paleontological Resources

The Paleontological Resource Assessment (Rincon 2015)

The Project site is located just south of the City of Hollister, in the Hollister Valley, within the Coast Range geomorphic province. The Hollister Valley is east of the San Andreas Rift Zone. Two sedimentary geologic units have been mapped within the Project site: Holocene aged alluvial sediments (Qa) and Pleistocene aged older alluvial sediments (Qoa). Holocene alluvium is mapped only in the northwestern section of the site. Pleistocene aged older alluvial sediments (Qoa) are mapped throughout all other parts of the Project site. Plio-Pleistocene gravel and conglomerate of the Santa Clara Formation (QTs) form the elongate hill abutting the Project site to the east. The Santa Clara Formation does not outcrop within the Project site, but may be present underlying Holocene and Pleistocene sediments at unknown depths. Holocene river gravels (Qg) are mapped in the channel of San Benito River but do not occur within the Project site. The Pleistocene aged older alluvium and lacustrine terraces within the Project site (Qoa) have potential to contain scientifically significant paleontological resources because of their age and depositional context. Construction-related disturbance of Holocene alluvium would have a low potential to impact significant paleontological resources; however, these sediments are relatively thin and conformably overlie older, paleontologically sensitive Pleistocene and Pliocene aged deposits in this area.

No fossils were discovered during the intensive field survey (Rincon 2015). However, the Project site contains a mapped unit (Qoa) that has high paleontological sensitivity and could yield scientifically significant paleontological resources during Project-related construction activities. These sediments occur at the surface within the middle and southern portions of the Project site. In addition, it is assumed that the Holocene aged alluvium in the northern portion of the Project site, though not itself sensitive, overlies sensitive Qoa, or older, deposits at unknown depth. For example, the Santa Clara Formation may be present beneath these Holocene and Pleistocene deposits, especially on the eastern side of the Project site, though the depth and extent is unknown. Pleistocene alluvium and terraces have a record of abundant and diverse vertebrate fauna throughout California and are generally considered to have high paleontological sensitivity wherever they occur.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No impact. As noted above, there are no known structures or other features that would be considered historical resources within the Project site, which would be eligible for historic state designation at the national, state, or local levels of historic significance or otherwise be treated as significant. The Historic Building Assessment (Rincon 2017) noted that the Project site contains two residences, a barn, a tank house, and various outbuildings and sheds. The two residences are single-story wood-frame Vernacular homes, constructed in 1890, and 1900. The barn east of Residence

No. 1 was constructed in 1900. The tank house is located southeast of Residence No. 1 and was constructed in 1915. The machine shop and shed are located east of the tank house, and were built in 1912. The buildings and structures on the Project site are not eligible, nor are they contributors to a National or California Register-eligible district. No evidence is available to suggest that the property itself played an important role in any specific events or trends related to the national, state or local agricultural industries. Furthermore, no evidence is available that demonstrates either family of the structures is considered important to local history. They are not the work of a master and do not possess a high degree of architectural character or quality. Although the buildings and structures retain a fair level of integrity, they are utilitarian in design and construction and do not exhibit any notable architecture or craftsmanship. Further, the removal of the surrounding orchards has reduced the property's overall integrity of location, association and setting, which are critical aspects of conveying historical significance for an agricultural property. As a result, there is no evidence that the property may yield important information about prehistory or history. As such, no impacts related to an adverse change in the significance of a historical resource would occur.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than significant impact with mitigation incorporated. The Archaeological Resources Study recommends that no further archaeological work for the proposed Project is needed since no known significant archaeological resources were identified during the archaeological or pedestrian surveys or otherwise as part of this analysis. Correspondence with the NAHC also failed to yield information regarding known cultural resources in or near the Project site. Although no known archaeological resources were identified, unanticipated discoveries may occur during grading or other subsurface construction activities. Mitigation Measures (MM) CUL-1 and MM CUL-2 are proposed to address inadvertent discovery of previously unknown resources. Implementation of these measures would reduce potential impacts to less than significant levels.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than significant impact with mitigation incorporated. No fossils were found on or around the Project site. However, the Project site contains a mapped unit (Qoa) that has high paleontological sensitivity and could yield scientifically significant paleontological resources if disturbed during Project-related construction activities. The Project could include excavation to a depth of 23 feet, which could reach the (Qoa) formation. Accordingly, MM CUL-3 is included, which would reduce potential impacts to paleontological resources resulting from ground disturbing construction activity to less than significant.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than significant impact with mitigation incorporated. The records search failed to discover any known archaeological resources, as did the pedestrian survey. There are no known burial grounds located within the Project site. However, MM CUL-2 would be implemented in the event that unidentified human remains are found, and potential impacts will be reduced to less than significant.

Mitigation Measures

MM CUL-1 If cultural resources or Tribal Cultural Resources are encountered during ground-disturbing activities, work within a 50-foot radius of the find shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (NPS 1983) should be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the Project, additional work such as data recovery excavation may be warranted to exhaust the data potential of the resource, thereby reducing any impact to a less-than-significant level. All subsequent archaeological work shall be performed at the direction of the County and the developer would be responsible for the additional cost to perform the work.

MM CUL-2 If human remains are found, State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In accordance with this code, in the event of an unanticipated discovery of human remains, the County Coroner would be notified immediately. If the human remains are determined to be prehistoric, the coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD would complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

MM CUL-3 **Paleontological Monitoring Program**: Prior to construction activity, a qualified paleontologist shall prepare a Paleontological Monitoring Program to be implemented during project ground disturbance activity. This program shall include worker awareness training and procedures for reporting if a paleontological resource is found. Typical components include the following:

- **Paleontological Worker Environmental Awareness Program**: Prior to the start of construction, construction personnel shall be informed on the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The county shall establish the procedure for notifying a qualified paleontologist to make a determination about fossils found during excavation. Developer shall be responsible for the costs of a monitoring paleontologist, as determined necessary by the County.
- **Paleontological Monitoring**: Any excavations exceeding 3 feet in depth shall be monitored on a full-time basis by a qualified paleontological monitor. Ground disturbing activity that does not exceed 3 feet in depth does not require paleontological monitoring. Should no fossils be observed during the first 50 percent of excavations exceeding 3 feet in depth, paleontological monitoring may be reduced to weekly spot-checking under the discretion of the qualified

paleontologist. Developer shall be responsible for the costs of a monitoring paleontologist, as determined necessary by the County.

- **Salvage of Fossils**: If fossils are discovered, a qualified paleontologist (or the paleontological monitor) shall recover them. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the monitoring or on-call paleontologist shall have the authority to temporarily direct, divert, or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Developer shall be responsible for the costs of a monitoring paleontologist, as determined necessary by the County.
- **Preparation and Curation of Recovered Fossils**: Once salvaged, fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the WSC or SBCM), along with all pertinent field notes, photos, data, and maps.
- **Final Paleontological Monitoring Report**: Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist shall prepare a final monitoring report outlining the results of the monitoring program. The report shall include discussion of the location, duration, and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
6. Geology and Soils *Would the project:*				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Environmental Evaluation

The site-specific information and analysis in this section is drawn from a Geotechnical Engineering Report conducted by Earth Systems Pacific (ESP) (Appendix E.1, dated April 25, 2015), a peer review memo prepared by Leighton and Associates (Appendix E.2, dated September 2, 2016), a response to the peer review memo prepared by Geo-Logic Associates (Appendix E.3, dated March 1, 2017), a Second Geological Peer Review also prepared by Leighton and Associates (Appendix E.3, dated April 12, 2017), and an Earthquake Fault Investigation for the Fay Property Subdivision prepared by Geo-Logic Associates (Appendix F, dated June 10, 2015).

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones known as earthquake fault zones around the surface traces of active faults and to issue appropriate maps. The Seismic Hazards Mapping Act addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. This Act resulted in a mapping program identifying areas that have the potential for liquefaction, landslide, strong ground shaking, or other earthquake and geologic hazards.

The San Andreas Fault, approximately 3.98 miles northeast of the site, runs through western California from the Gulf of California to Eureka, passing through the western part of the San Francisco Bay Area. The Zayente Vergeles Fault is located approximately 4.71 miles to the west of the Project site. The Calaveras Fault runs along the eastern side of the San Francisco Bay Area, and is generally considered to have four segments. The northern segment extends from the Danville-San Ramon area to Calaveras Reservoir; the central segment from Calaveras Reservoir to San Felipe Lake; the southern segment from San Felipe Lake to just south of Hollister; and the Paicines segment from south of Hollister to the San Andreas fault south of Paicines in San Benito County. In the Project vicinity, the Calaveras Fault is not mapped by the State Geologist. However, on local maps the Calaveras Fault is mapped at a distance of approximately 0.67 miles to the east of the Project site and is responsible for uplift of the pressure ridge (Hill 668) along the eastern boundary of the site.[6] More information regarding the location of the Calaveras Fault in relation to the Project site is provided in a.i) below and in the Geo-Logic Fault Investigation (2015) in Appendix F. The Calaveras Fault is considered to be active by the State, and is regulated by a State fault rupture hazard zone (EFZ). These and other active faults in the region are capable of causing significant ground shaking on the site and in the Project vicinity generally. Ground movement during an earthquake can vary depending on the overall magnitude, distance to the fault, focus of earthquake energy, and type of geologic material. The composition of underlying soils, even those relatively distant from faults, can intensify ground shaking.

The State of California has established minimum standards for building design through the California Building Code (CBC), which contain specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. The American Society of Civil Engineers (ASCE) has also published standards for minimum design loads for buildings in the 2010 ASCE-7 standards. The CBC also contains standards for grading activities, including drainage and erosion control (Chapter 18, Appendix J). San Benito County has adopted the 2010 CBC and incorporated it into the County Code, but must comply with the 2016 CBC.

The San Benito County Code also contains numerous other provisions intended to promote geotechnical and seismic safety, including grading requirements (Title 23). General Plan policies HS-3.1 to 3.9 outline the County's goal to ensure geotechnical and seismic safety.

[6] Geotechnical Engineering Report, Fay Property Residential Development APN 020- 290-049, Hollister, San Benito County, California, prepared by Earth Systems Pacific, dated April 25, 2015.

HS-3.1 Earthquake Resistant Design

The County shall require earthquake resistant designs for all proposed critical structures such as hospitals, Sheriff substations, fire stations, emergency communication centers, private schools, high occupancy buildings, bridges, and dams. (RDR)

HS-3.2 Subsidence or Liquefaction

The County shall require that all proposed structures, utilities, or public facilities within recognized near-surface subsidence or liquefaction areas be located and constructed in a manner that minimizes or eliminates potential damage. (RDR)

HS-3.3 Geotechnical Database

The County shall strive to maintain and improve the geotechnical database to make information on seismic hazards available to both the public and County. (PSR/PI)

HS-3.4 Abatement of Unsafe Structures

The County shall identify and abate existing structures which will be hazardous during an earthquake event, especially high occupancy structures that have the greatest potential effect on public safety. (RDR/PSR)

HS-3.5 Historic Structures

The County shall consider historic community resources in the abatement of unsafe structures and shall strive to preserve the essential qualities of historic buildings while improving structural safety. (RDR)

HS-3.6 Unstable Soils

The County shall require and enforce all standards contained in the current California Building Code related to construction on unstable soils, and shall make a determination as to site suitability of all development projects during the building permit review process. The County shall not approve proposed development sited within areas of known or suspected instability until detailed area studies are completed that evaluate the extent and degree of instability and its impact on the overall development of the area. (RDR)

HS-3.7 Setback from Fault Traces

The County shall require setback distances from fault traces to be determined by individual site specific surface rupture investigations. (RDR)

HS-3.8 Liquefaction Studies

The County shall require proposals for development in areas with high liquefaction potential to include detailed site-specific liquefaction studies. (RDR)

HS-3.9 Seismic Safety Evaluations

The County shall require buildings three stories or higher, and locations zoned for multifamily housing, to include in development proposals measures to determine ground shaking characteristics, evaluate potential for ground failure, identify any other geologic hazards that might exist on the site, and mitigate for these hazards(RDR). (The County is required to implement these policies in conformance with the 2016 CBC.

Liquefaction is the process by which water-saturated soil materials lose strength and fail during strong seismic ground shaking. The Association of Bay Area Governments (ABAG) maps liquefaction susceptibility for much of the Bay Area. However, ABAG has not mapped the Project site, and the ESP (2015) report relied on local mapping. According to the document Liquefaction Susceptibility of the Hollister Area San Benito County, California, Final Technical Report by Lewis Rosenberg, the site is located in an area having a very low liquefaction potential.[7] This conclusion was drawn through a qualitative study and not through on-site analysis, which is explained in more detail below.

Geotechnical investigations conducted by ESP (2015) and Geo-Logic (2017) identified the site as being underlain by Younger Flood Plain Deposits (Qyfm), which are generally composed of loose/soft, unconsolidated, and uncemented materials, Colluvium (col), which consists primarily of unbedded sandy clay with gravel, and San Benito Formation (Q_{Tsb}), which is comprised of well-drained sand and gravel. The Project site is generally flat-lying, with gently-inclined north-facing slopes in the southern portion of the Project site. Steeper slopes are present on the pressure ridge immediately adjacent to the Project site to the east. The steepest portions of the nearby slopes are inclined between approximately 17 and 22 degrees to the southwest. No landslides are mapped on regional geologic maps and none were observed on-site on slopes directly adjacent to the Project site.[8]

Soil samples tested by ESP as part of the Geotechnical Engineering Report (2015) indicate that the soils underneath the Project site have low expansion potential, although according to a USDA Web Soil Survey, certain soils mapped in the general vicinity have moderate to high expansion potential. Expansive soils tend to swell with increases in soil moisture and shrink as the soil moisture decrease. The resulting volume changes the soils undergo because of this cyclical pattern can stress and damage foundations, exterior flatwork, and other improvements.

[7] Rosenberg, L.I., 1998, Liquefaction susceptibility of the Hollister area, San Benito County, California: Final Technical Report for the U.S. Geological Survey National Earthquake Hazards Reduction Program, USGS award No. 1434-HQ-97-GR-03125, plate 3, scale 1:24,000.

[8] Response to CEQA Review Comments Fay Property Subdivision, 3061 Southside Road, APN 020-290-049, San Benito County, California.]

Would the Project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

Less than significant impact. Different versions of the California Geological Survey Earthquake Fault Zone (EFZ) Map disagree on the exact location of the Calaveras Fault in relation to the Project site and whether or not a fault exists on-site (for more detailed information refer to Appendix F). For that reason, Geo-Logic Associates prepared a detailed site-specific Fault Investigation (2015) for the Project site. As part of this investigation, four exploratory trenches were excavated at the site to assess potential fault rupture hazard to the proposed Project, T-1 through T-4. T-1 was excavated across the southern portion of the site, T-2 was excavated primarily on the adjacent property to the east, T-3 was excavated approximately 120 to 170 feet northwest of T-2, and T-4 was excavated approximately 450 feet northwest of T-3. The locations of T-1 through T-4 are shown on the geologic site map (Exhibit 5). Supplemental exploratory drilling was performed in 2016 to better characterize the soils underlying the site. Geo-Logic drilled and sampled 11 closely spaced continuous soil core borings in a transect approximately perpendicular to the projection of the fault from trench T-4. In an area where no faulting occurs younger soil types will overlay older soil types. Soil deposits are greatly disrupted due to seismic shaking. Therefore, when seismic shaking occurs along a fault, that shaking will cause the soils types to be disrupted. It is possible to identify a fault based on the layering of the underlying soil.

The Fault Investigation (2015) found that on the Project site young Holocene age floodplain deposits (Q_{yfm}) overlay older colluvium (Col) and Pleistocene age San Benito formational material (O_{Tsb}). There were no immediate fluvial geologic units between the Pleistocene San Benito Formation (Q_{Tsb}, older material) and the overlying Holocene flood plain deposits (Qyfm, younger material). In addition, the smooth and flat-lying upper surface of the San Benito Formation (Q_{Tsb}) appears to be unbroken.[9] Broken soil would be evidence of fault rupture and earthquake potential. Since no broken soil was found on-site, it is concluded that there is no fault on-site. This conclusion is consistent with geologic relations shown on maps of the site vicinity.[10] As such, it can be concluded there are no faults on-site; therefore, impacts would be less than significant.

ii) Strong seismic ground shaking?

Less than significant impact with mitigation incorporated. The Project site could experience strong to violent ground shaking as a result of an earthquake along the nearby faults, as well as ground shaking associated with seismic activity on other regional faults. The intensity of ground shaking would vary with the distance and magnitude of the earthquake causing the ground shaking. It is

[9] Response to CEQA Review Comments Fay Property Subdivision, 3061 Southside Road, APN 020-290-049, San Benito County, California.
[10] Rosenberg, L.I., 1998, Liquefaction Susceptibility of the Hollister Area, San Benito County, California, USGS National Earthquake Hazards Reduction Program.

possible that a future large magnitude earthquake could generate ground shaking intensities at the site that could equal or exceed those experienced at the Project site during the 1906 San Francisco earthquake. Therefore, to minimize the risk of loss, injury, or death involving seismic shaking to the maximum extent practicable, implementation of MM GEO-1 is required, which would ensure that design of the proposed structures is in conformance with the seismic provisions of the 2013 CBC and the recommendations of the Fault Investigation (2015) and response to the peer review memo prepared by Geo-Logic Associates (2017).

iii) Seismic-related ground failure, including liquefaction?

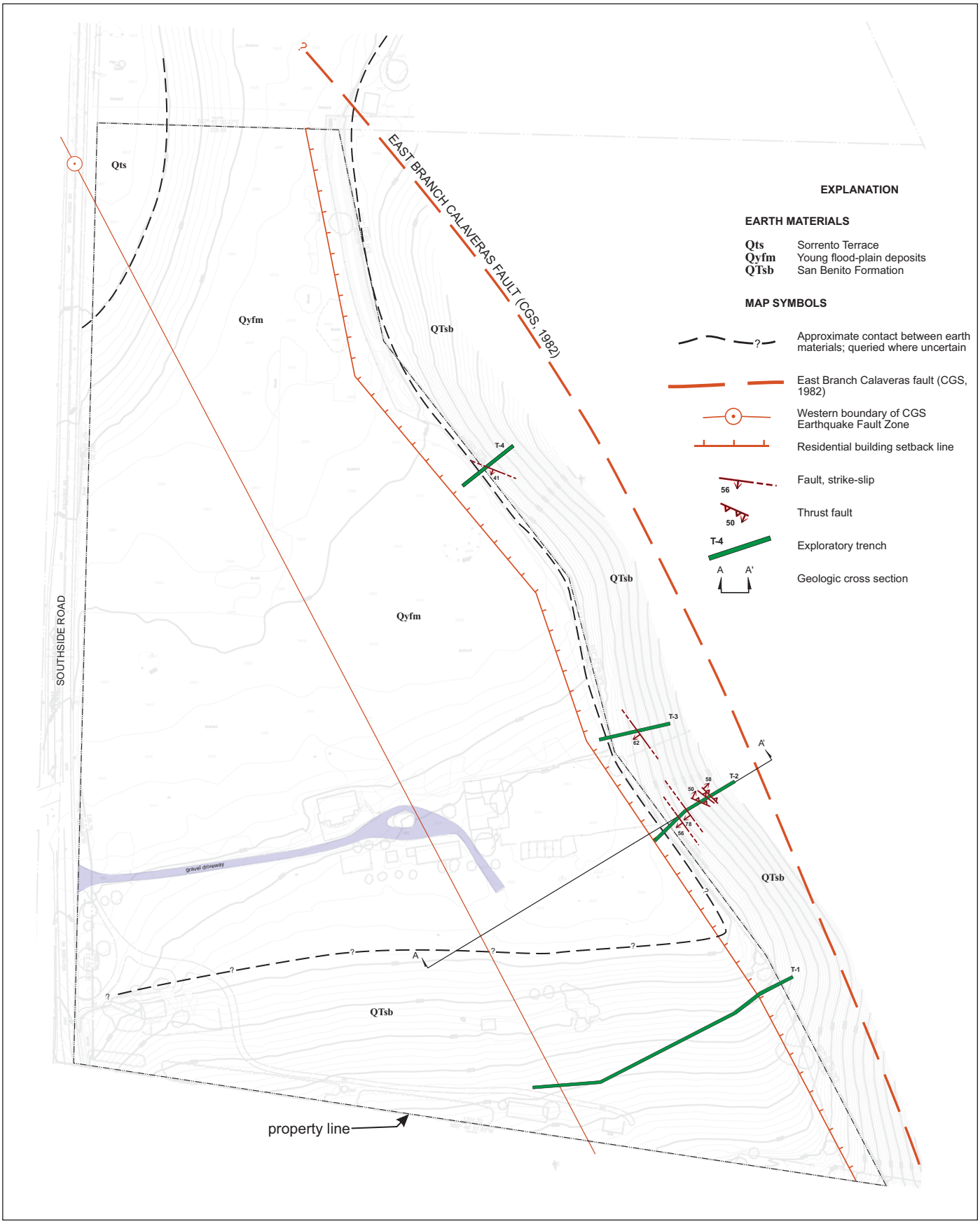
Less than significant impact with mitigation incorporated. Based on qualitative analysis using existing local maps, the ESP (2015) study concluded the site is located in an area having a very low liquefaction potential and potentially liquefiable soils were not encountered during on-site investigation. However, the presence of faults nearby increases the likelihood of liquefaction caused by seismic shaking. In the absence of quantitative, site-specific data to confirm a low liquefaction potential, this conclusion cannot be demonstrated definitively. Therefore, MM GEO-2, which recommends a secondary seismic hazards investigation, is required to ensure liquefaction would not occur as a result of seismic shaking. With implementation of MM GEO-2, impacts would be less than significant.

iv) Landslides?

Less than significant impact with mitigation incorporated. As mentioned above, the Project site itself is located on very gently sloping terrain, which means that landsliding is unlikely. Based on the Geo-Logic (2017) report, there is steep ground east of the site that is underlain by coarse grained alluvium of the San Benito formation, which is not considered prone to landsliding. The Project site is not underlain by a deep-seated landslide, and the potential for deep-seated landslide movement is low. However, landslides could occur as a result of liquefaction. MM GEO-2 recommends a secondary seismic hazards investigation to ensure landslides would not occur as a result of liquefaction and seismic shaking. With implementation of MM GEO-2, impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than significant impact. Soil will be disturbed during removal of the existing orchard trees and structures. As such, soil exposed by construction activities during development of the Project could be subject to erosion if exposed to heavy rain, winds, or other storm events. Grading and excavation would be required to comply with the applicable provisions of the County Code and other applicable standards and requirements, including those for grading and excavation contained in Title 21 Building and Engineering. Compliance with applicable regulations would reduce the potential for erosion on-site from construction activities to the maximum extent practicable. See Section 9 (Hydrology and Water Quality) for additional information regarding erosion issues. Impacts related to erosion would be less than significant.



Source: Geo-Logic Associates, 2015

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Exhibit 5
Geologic Site Map - Trench Sites

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c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less than significant impact with mitigation incorporated. The soil profile for the site is described above in the environmental evaluation. The Geo-Logic (2017) supplemental report conducted a Slope Stability Evaluation, which addressed the five "screening" questions presented by the California Geological Survey and the Southern California Earthquake Center, concluding there are no conditions on-site (existing and proposed) that suggest slope stability issues.

As explained the ESP (2015) report, the primary geotechnical considerations in relation to unstable soils is the variable and sometimes loose consistency of the upper soil, the presence of previously-placed undocumented fill on portions of the site, and the likelihood that soil will be disturbed during removal of the existing orchard trees and structures as the site. Therefore, to address potential risks with soil stability on site, implementation of MM GEO-3, described below, is recommended. This measure would ensure that recommendations from the ESP (2015) report would be implemented, including grading measures such as overexcavation of for cut/fill building pads and removing undocumented fill in the areas of the existing residences and driveways. With implementation of MM-GEO-3, impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less than significant impact with mitigation incorporated. Soil samples tested by ESP (2015) as part of the Geotechnical Engineering Report indicate that the soils underneath the Project site have low expansion potential. However, according to a USDA Web Soil Survey, some of the soils mapped on-site have moderate to high expansion potentials. Therefore, to address potential risks to life and property associated with expansive soils potentially present on site, implementation of MM GEO-4 is recommended, which ensures that the recommendations of the ESP (2015) report regarding expansive soils are implemented. Recommendations include that post-tensioned slabs or structural mat foundations should be designed to withstand forces related to soil expansion and contraction. In addition, the soil should be moisture conditioned, and nonexpansive imported material should be placed in areas to receive exterior concrete flatwork. With implementation of MM-GEO-4, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No impact. The Project site is located in an area of unincorporated San Benito County designated for more urbanized residential development under the County's General Plan. It is anticipated that the Project would connect to the existing City of Hollister sewer system in accordance with the Hollister Urban Area Master Water and Wastewater Plan. The Project would not use septic tanks or any alternative wastewater disposal system. Therefore, no impacts related to the use of septic tanks or alternative wastewater systems would occur.

Mitigation Measures

MM GEO-1 Design of proposed structures on the site shall be done in conformance with the seismic provisions of the 2016 CBC and the recommendations of the Earthquake Fault Investigation prepared by Geo-Logic Associated (dated June 10, 2015) and the Geotechnical Engineering Report conducted by Earth Systems Pacific (dated April 25, 2015) including setbacks from identified faults. A qualified geotechnical engineer, as determined by the County, shall review the final foundation and building plans to ensure conformance with the recommendations.

MM GEO-2 The Applicant shall obtain a qualified geologist to perform a follow up site-specific investigation of secondary seismic hazards including liquefaction and landslide susceptibility, lateral spreading, and seismic settlement. Should any secondary seismic hazards be found to exist on-site, the geologist will determine standards for construction for proposed structures on the Site. A qualified geotechnical engineer shall review the final foundation and building plans to ensure conformance with the recommendations before building permits are issued by the County. The builder will demonstrate conformance with the approved plans in construction inspections.

MM GEO-3 Design and construction of fills, cuts, foundations, retaining walls, and slabs shall recognize the presence of upper soil with loose consistency and the presence of previously-placed undocumented fill and completed in compliance with the recommendations of the ESP (2015) report. Grading measures such as overexcavation for cut/fill building pads and removing undocumented fill in the areas of the existing residences and driveways shall occur consistent with the geotechnical recommendations. A qualified geotechnical engineer shall review the final grading and foundation plans to ensure conformance with the recommendations.

MM GEO-4 The Applicant shall adhere to the recommendations of the ESP (2015) Geotechnical Engineering Report regarding expansive soils on-site. As set forth in said recommendations, post-tensioned slabs or structural mat foundations should be designed to withstand forces related to soil expansion and contraction. In addition, the soil should be moisture conditioned, and nonexpansive imported material should be placed in areas to receive exterior concrete flatwork.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
7. Greenhouse Gas Emissions *Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Environmental Evaluation

The analysis in this section is based, in part, on the findings of the CalEEMod analysis completed by FirstCarbon Solutions. The modeling data is provided in its entirety in Appendix G.

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than significant impact. The Project is located in the North Central Coast Air Basin (NCCAB), where air quality is regulated by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). Neither the State, MBARD, nor San Benito County have adopted GHG emissions thresholds or a GHG emissions reduction plan that would apply to the project. In February 2008, the MBARD issued revised adopted guidance for assessing and reducing the impacts of project-specific air quality emissions: CEQA Air Quality Guidelines. This document included a reserved section to address project-specific GHG emissions: Climate Change and Assessment of Project Impacts from Greenhouse Gases. MBARD is currently in the process of developing GHG emissions thresholds for evaluating projects under CEQA. According to an MBARD staff report to the District Board of Directors, MBARD is currently considering adoption of a threshold of 10,000 metric tons (MT) of CO_2e per year for stationary source projects and a threshold of 2,000 MT CO_2e per year for land-use projects or compliance with an adopted GHG Reduction Plan/Climate Action Plan. MBARD is currently evaluating a percentage-based threshold option (MBARD 2013). However, MBARD does not have a formally adopted policy recommending any specific threshold. Since MBARD has no adopted thresholds, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project (MBARD 2014).

In April 2012, SLOAPCD, whose jurisdiction is adjacent to MBARD to the south, adopted quantitative thresholds for GHG emissions for most land use projects (SLOAPCD 2012a). The SLOAPCD CEQA Handbook includes a bright-line threshold of 1,150 MT CO_2e, as well as an efficiency threshold of 4.9

MT CO_2e per service population (SP) per year (SP is the total residents and employees accommodated by the proposed project). These thresholds were established for compliance with AB 32 for reducing emissions to 1990 levels by 2020 and do not include compliance with SB 32 to reduce emissions 30 percent below 1990 levels by 2030.

The adopted thresholds include a bright-line threshold of 1,150 metric tons of carbon dioxide equivalents (MT CO_2e) that would screen out small projects, and an efficiency threshold of 4.9 MT CO_2e per service population per year for land use development projects. The estimated annual emissions were compared with the 1,150-MT CO_2e/year bright line threshold and the efficiency threshold of 4.9 MT CO_2e per service population per year to determine significance for this criterion.

Project Construction

The Project would generate GHG emissions during construction activities such as site demolition, grading, on-site heavy-duty construction vehicle use, vehicles hauling materials to and from the Project site, and construction worker trips. These emissions are considered temporary or short-term.

The SLO County APCD does not have a recommended screening level or Threshold of Significance for construction-related GHG emissions; however, the SLO County APCD does recommend that lead agencies quantify and disclose construction-related GHG emissions. Therefore, additional analysis quantifying and disclosing construction-related GHG emissions was completed. In order to account for the construction emissions that may remain in the atmosphere for years after construction is complete, the total emissions generated during construction were amortized based on the life of the development (residential—30 years) and added to the operational emissions.

CalEEMod 2013.2.2[11] was used to estimate the Project's construction-generated GHG emissions. The construction[12] period would be approximately 30 months in duration, including site demolition, preparation, grading, building construction, paving, and architectural coating. Detailed construction assumptions and parameters are provided in the Air Quality Technical Study completed by Rincon Consultants, Inc. under contract to Catalyst Development Partners/Hollister Land Partners LLC (Appendix B). GHG emissions during Project construction are presented in Table 6.

Table 6: Construction Greenhouse Gas Emissions (2017–2019)

Construction Phase	On-site	Off-site	Total MT CO_2e
2017			
Demolition	20.25	1.56	21.82
Site Preparation	36.55	1.29	37.84
Grading	129.70	3.24	132.93
Building Construction (2017)	194.98	32.70	227.68
2017 Total Emissions	*381.48*	*38.79*	*420.27*

[11] CalEEMod Version 2013.2.2 was selected to be consistent with the Air Quality Technical Study completed by Rincon Consultants, Inc.
[12] All construction parameters were taken from the Air Quality Technical Study completed by Rincon Consultants, Inc.

Table 6 (cont.): Construction Greenhouse Gas Emissions (2017–2019)

Construction Phase	On-site	Off-site	Total MT CO_2e
2018			
Building Construction (2018)	310.57	51.22	361.79
Architectural Coating (2018)	9.72	1.58	11.30
2018 Total Emissions	*320.29*	*52.8*	*373.09*
2019			
Building Construction (2019)	20.00	3.25	23.25
Architectural Coating (2019)	10.74	1.68	12.42
Paving	35.30	1.75	37.05
2019 Total Emissions	*66.04*	*6.68*	*72.73*
Total Construction Emissions	**767.81**	**98.27**	**866.09**
Amortized over 30 years	**—**	**—**	***28.87***

Notes:
MT CO_2e = metric tons of carbon dioxide equivalent
Totals calculated using unrounded numbers.
Source: GHG CalEEMod Output (Appendix G).

The Project would emit approximately 866.09 MT CO_2e during construction. In the absence of a construction emission threshold, the construction emissions were compared with the Project emission threshold (1,150 MT CO_2e) and the annual construction emissions were found to be below this threshold. Therefore, Project GHG construction emissions are considered less than significant.

Project Operations

Operational or long-term emissions occur over the life of the Project. Sources for operational emissions include:

- **Motor Vehicles:** These emissions refer to GHG emissions contained in the exhaust from the cars and trucks that would travel to and from the Project site.
- **Natural Gas:** These emissions refer to the GHG emissions that occur when natural gas is burned on the Project site. Natural gas uses include heating water, space heating, dryers, stoves, or other uses.
- **Indirect Electricity:** These emissions refer to those generated by off-site power plants to supply electricity required for the Project.
- **Water Transport:** These emissions refer to those generated by the electricity required to transport and treat the water to be used on the Project site.

- **Waste:** These emissions refer to the GHG emissions produced by decomposing waste generated by the Project.

Operational GHG emissions by source are shown in Table 7. Total operational emissions were estimated at 1,178.62 MT CO_2e in the year 2020 with incorporation of regulations and design features. As a conservative assumption, the analysis includes construction emissions amortized over the Project's life. As shown in Table 6, Project construction emissions were calculated as 866.09 MT CO_2e. If annualized over 30 years, construction emissions equal 28.87 MT CO_2e per year. Therefore, the Project would generate approximately 1,207.49 MT CO_2e in the year 2020 with incorporation of regulations and design features required by Title 24. Therefore, the Project would slightly exceed the SLO County APCD's threshold of 1,150 MT CO_2e/year. Based on an average population of 2.99 persons per household, the Project is estimated to accommodate 251 residents. As shown in Table 7, the Project would generate approximately 4.8 MT CO_2e per service person at year 2020. Therefore, the Project would not exceed the efficiency threshold of 4.9 MT CO_2e per service population per year for greenhouse gases, and would not have a significant generation of greenhouse gases.

Table 7: Operational Greenhouse Gas Emissions (2020)

Emission Source	Unmitigated Operational MT CO_2e per Year
Area	1.43
Energy	165.35
Mobile (Vehicles)	990.24
Waste	12.01
Water	9.58
Amortized Construction Emissions	28.87
Total Operational Emissions	1,207.49
Service Population (Residents)	251
Project Emission Generation (MT CO_2e/service population/year)	**4.8**
Significance Threshold (MT CO_2e/service population/year)	**4.9**
Does project exceed threshold?	**No**
Notes: MT CO_2e = metric tons of carbon dioxide equivalent. Unrounded results used to calculate totals. Source of Emissions: GHG CalEEMod Output (Appendix G).	

b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

Less than significant impact. The County of San Benito does not currently have formal GHG emissions reduction plans or recommended emissions thresholds for determining significance associated with GHG emissions from development projects. In the absence of any formal GHG emissions reduction plans, the Project is compared with the AB 32 scoping plan in order to determine compliance with any applicable plan, policy, or regulation adopted to reduce emissions of GHGs.

The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. The Scoping Plan calls for an "ambitious but achievable" reduction in California's GHG emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman, and child in California down to about 10 tons per person by 2020. The CARB has updated its emission inventory forecasts and now estimates a reduction of 21.7 percent is required from BAU in 2020 to achieve AB 32 targets. Thus, this analysis considers how the Project would comply with the statewide AB 32 Scoping Plan's First Update (Scoping Plan Update) (CARB 2014).

On June 11, 2014, AMBAG adopted the 2035 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) designed to help the region achieve its SB 375 GHG emissions reduction target, thereby contributing to the overall GHG emissions reduction goals identified in AB 32. [13] In late 2015, the California Supreme Court's Newhall Ranch decision confirmed that there are multiple potential pathways for evaluating GHG emissions consistent with CEQA, depending on the circumstances of a given project (Center for Biological Diversity v. Department of Fish and Wildlife (2015) 62 Cal. 4th 204). The decision also identified the need to analyze both near term and post-2020 emissions, as applicable, stating that an "EIR taking a goal-consistency approach to CEQA significance may in the near future need to consider the project's effects on meeting longer term emissions reduction targets." While not legally binding on local land use agencies, SB 32 extends the statewide AB 32 reduction goal, requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030, and Executive Order S-03-05 has set forth a long-term reduction target to reduce GHG emissions in California by 80 percent below 1990 level by the year 2050.

While the State has adopted the AB 32 Scoping Plan and multiple regulations to achieve the AB 32 year 2020 target, there is no currently adopted State plan to meet post-2020 GHG reduction goals. CARB is currently working to update the Scoping Plan to provide a framework for achieving the 2030 target set forth by SB 32 (CARB 2015). As a result, State reduction strategies cannot be applied to the project to achieve long-term reductions. Achieving these long-term GHG reduction policies will require State and federal plans and policies for achieving post-2020 reduction goals.

[13] On June 11, 2014, AMBAG adopted a regional Sustainable Communities Strategy designed to help the region achieve its SB 375 GHG emissions reduction target, thereby contributing to the overall GHG emissions reduction goals identified in AB 32.

On December 2, 2016 CARB released a 2030 Target Scoping Plan Update Discussion Draft which indicates that the Spring Proposed 2030 Target Scoping Plan would be released in 2017 (CARB 2016d). However, as of the writing of this IS/MND, a 2030 Target Scoping Plan has not yet been adopted or released. The project is expected to be completed before 2020; therefore, a 2020 target is still appropriate. Nevertheless, without a new Scoping Plan that identifies the State's strategy for achieving a post-2020 target, a new project threshold is premature since the amount of reduction, if any, needed from new development is not known and would be speculative. Regarding goals for 2050 under Executive Order S-3-05, at this time it is not possible to quantify the emissions savings from future regulatory measures, as they have not yet been developed; however, it can be anticipated that operation of the project would comply with whatever measures are enacted that state lawmakers decide would lead to an 80-percent reduction below 1990 levels by 2050.

In addition, several actions are required by County regulations, such as:

- Diversion of at least 50 percent of construction and demolition waste from disposal (San Benito County Code section 15.01.046).
- Energy efficient outdoor lighting in certain areas (San Benito County Code Chapter 19.31, Development Lighting.
- Water conservation pursuant to San Benito County Code (Chapter 15.05: Water) Article V County Service Area No. 31 Water Conservation Ordinance and permanent water conservation requirements.

In addition, the San Benito County General Plan includes several goals and policies that encourage energy and water conservation techniques and energy efficiency in all new building design, orientation and construction, and establish development and construction standards which encourage energy conservation in residential uses. Consistent with the General Plan Goals and Policies, the Project would be required to include energy and water-efficient appliances, fixtures, lighting, and windows that meet then-applicable State energy performance standards; the use of locally made materials for construction; use of water efficient landscapes; and roofs upon which solar panels may be installed.

Project Construction

CARB's Scoping Plan includes measures that would indirectly address GHG emissions levels associated with construction activities, including the phasing-in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a Low Carbon Fuel Standard. Policies formulated under the mandate of AB 32 that are applicable to construction-related activity, either directly or indirectly, are assumed to be implemented statewide and would affect the proposed Project if those policies are implemented before construction begins. The proposed Project's construction emissions would comply with any applicable mandate or standards set forth by the Scoping Plan. Therefore, it is assumed that Project construction would not conflict with the Scoping Plan.

Project Operations

The Scoping Plan contains a variety of strategies to reduce the State's emissions. As shown in Table 8, the Project is consistent with all applicable strategies. In addition, although the San Benito County 2035 General Plan is not a certified GHG reduction plan, the Project would comply with the County's goals relating to energy efficiency and conservation by constructing new buildings consistent with current building energy efficiency standards.

Table 8: Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
1. California Cap-and-Trade Program Linked to Western Climate Initiative. Implement a broad-based California Cap-and-Trade program to provide a firm limit on emissions. Link the California cap-and-trade program with other Western Climate Initiative Partner programs to create a regional market system to achieve greater environmental and economic benefits for California. Ensure California's program meets all applicable AB 32 requirements for market-based mechanisms.	**Not directly applicable.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. However, products or services (such as electricity) would be covered and the cost of the cap-and-trade system would be transferred to the consumers.
2. California Light-Duty Vehicle GHG Standards. Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Consistent.** This is a statewide measure that cannot be directly implemented by an individual project applicant or lead agency. However, the standards would be applicable to the light-duty vehicles that would access the Project site.
3. Energy Efficiency. Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** This is a measure for the State to increase its energy efficiency standards in new buildings. The Project would be required to build to the new standards and would increase its energy efficiency through compliance.
4. Renewable Portfolio Standard. Achieve 33 percent renewable energy mix statewide. Renewable energy sources include (but are not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas.	**Not directly applicable.** This is a statewide measure that cannot be directly implemented by an individual project applicant or lead agency. PG&E obtains 19 percent of its power supply from renewable sources such as solar and geothermal. It is required to increase this percentage to 33 percent by the year 2020 pursuant to various regulations. The owners of residences within the Project would purchase power that is composed of a greater amount of renewable sources and could install renewable solar power systems that will assist the utility in achieving the mandate.
5. Low Carbon Fuel Standard. Develop and adopt the Low Carbon Fuel Standard.	**Consistent.** This is a statewide measure that cannot be directly implemented by an individual project applicant or lead agency. When this measure is initiated, the standard would be applicable to the fuel used by vehicles that would access the Project site.

Table 8 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
6. Regional Transportation-Related GHG Targets. Develop regional GHG reduction targets for passenger vehicles. This measure refers to SB 375.	**Consistent.** Senate Bill (SB) 375 has no requirements that apply directly to individual development projects; however, the development and density proposed by the Project would contribute to achieving SB 375 regional targets through inclusion of specified sustainability features and implementation of identified mitigation.
7. Vehicle Efficiency Measures. Implement light-duty vehicle efficiency measures.	**Consistent.** This measure applies to all new vehicles starting with model year 2012. The standards would be applicable to the light-duty vehicles that would access the Project site.
8. Goods Movement. Implement adopted regulations for the use of shore power for ships at berth. Improve efficiency in goods movement activities.	**Not applicable.** The Project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
9. Million Solar Roofs Program. Install 3,000 MW of solar-electric capacity under California's existing solar programs.	**Not applicable.** This measure is to increase solar throughout California, which is being done by various electricity providers and existing solar programs. The Project would not preclude the implementation of this strategy
10. Medium/Heavy-Duty Vehicles. Adopt medium and heavy-duty vehicle efficiency measures.	**Consistent.** This measure applies to medium and heavy-duty vehicles that operate in the state and is a statewide measure that cannot be directly implemented by an individual project applicant or lead agency. The Project would not conflict with implementation of this measure. Medium- and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
11. Industrial Emissions. Require assessment of large industrial sources to determine whether individual sources within a facility can cost-effectively reduce GHG emissions and provide other pollution reduction co-benefits. Reduce GHG emissions from fugitive emissions from oil and gas extraction and gas transmission. Adopt and implement regulations to control fugitive methane emissions and reduce flaring at refineries.	**Not applicable.** This measure would apply to the direct GHG emissions at major industrial facilities emitting more than 25,000 MT CO_2e per year. Furthermore, the Project is not an industrial land use.
12. High Speed Rail. Support implementation of a high-speed rail system.	**Not applicable.** This is a statewide measure that cannot be directly implemented by an individual project applicant or lead agency.
13. Green Building Strategy. Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The Project would comply with the California Energy Code, and thus would incorporate applicable energy efficiency features designed to reduce Project energy consumption.

Table 8 (cont.): Scoping Plan Measures Consistency Analysis

Scoping Plan Reduction Measure	Project Consistency
14. High Global Warming Potential Gases. Adopt measures to reduce high global warming potential gases.	**Not applicable.** This measure is applicable to the high global warming potential gases that would be used by sources with large equipment (such as in air conditioning and commercial refrigerators), which are not part of this residential project.
15. Recycling and Waste. Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero waste.	**Consistent.** The Project would utilize County of San Benito recycling services, and would comply with applicable recycling provisions. The Integrated Waste Management Department is responsible for oversight of landfill operations and the county refuse/recycling contract.[14]
16. Sustainable Forests. Preserve forest sequestration and encourage the use of forest biomass for sustainable energy generation.	**Not applicable.** The Project site is not forested; therefore, this measure is not applicable.
17. Water. Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project would comply with applicable Green Building Code regulations and would implement required water conservation features.
18. Agriculture. In the near-term, encourage investment in manure digesters and at the five-year Scoping Plan update determine if the program should be made mandatory by 2020.	**Not applicable.** The Project site is not designated or in use for agriculture purposes. No grazing, feedlot, or other agricultural activities that generate manure occur on-site or are proposed to be implemented by the Project.
Source of CARB Scoping Plan Reduction Measure: California Air Resources Board 2008. Source of Project Consistency or Applicability: FirstCarbon Solutions.	

Mitigation Measures

None.

[14] San Benito County Integrated Waste Management Agency, Website: http://www.cosb.us/county-departments/integrated-waste-management/#.WO_woo0m6M9. Accessed April 11, 2017.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
8. Hazards and Hazardous Materials *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Environmental Evaluation

Hazardous materials are substances that, because of their chemical or physical properties, quantity, concentration, or other characteristics, may present a potential hazard to human health or the

environment if improperly treated or disposed of.[15] Similarly, hazardous waste refers to hazardous materials that are no longer in use and awaiting disposal. Hazardous materials and waste are classified by the United States Environmental Protection Agency and California Department of Toxic Substances Control according to four properties: toxicity, ignitability, corrosivity, and reactivity.

The Resource Conservation and Recovery Act of 1976 (RCRA) regulates the transportation and handling of hazardous waste. Multiple agencies across the local, state, and federal level administer laws and regulations regarding the transport, permitting, storage, handling and disposal of hazardous waste. These agencies include the U.S. Environmental Protection Agency (EPA), Department of Transportation (DOT), California Division of Occupational Safety and Health (OSHA), California Department of Toxic Substances Control (DTSC), State Water Resource Control Board (SWRCB), the San Benito County Environmental Health Division, and the San Benito County Agricultural Commissioner's Office.

The Department of Transportation also regulates the transportation of hazardous materials through the National Hazardous Materials Route Registry (NHMRR). The listing reports all designated and restricted road and highway routes for transportation of highway route controlled quantities (HRCQ) of Class 7 (radioactive) materials (RAM) (HRCQ/RAM) and nonradioactive hazardous materials (NRHMs).[16] There are no NHMRR roadways in the immediate vicinity of the Project site. The nearest NHMRR coded A18P-2.0-B4 is SR-156 from SR-1 to SR-152/Pacheco Pass Highway in Hollister, located about 4.15 miles to the Northeast.

The State of California uses databases such as EnviroStor GeoTracker, and Cortese to map the location of hazardous waste sites including sites that have been remediated, sites currently undergoing remediation, and sites that require cleanup.

Based on a search of the above databases, no hazardous materials contamination has been documented within the Project site.

A search of the EnviroStor database did not find any listings for the Project site, but found one listing 0.2 mile west of the Project site, the Southside Road Project Area (Case ID 600002236) and a school investigation identified as Ladd Lane Elementary School, located approximately 1.3 miles northwest of the Project site. In 2010, a site evaluation was conducted at 3110 Southside Road to determine whether current or historical activities resulted in environmental conditions that needed to be addressed prior to the construction of a homeless shelter on the site by San Benito County. The report recommended limited soil excavation at two sampling locations where the highest concentrations of dieldrin were detected. The case was closed on April 28, 2016. The school investigation listing underwent a site inspection in 1999 for possible contaminants. A Phase I ESA was conducted in September 1999 and a preliminary Endangerment Assessment Report was filed by November 1999. The case was closed as of November 17, 1999.[17]

[15] California Code of Regulations, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10
[16] Department of Transportation National Hazardous Materials Route Registry. Website: https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/042915%20National%20Hazardous%20Material%20Route%20Registry%20Notice_1.pdf. Accessed April 10, 2017.
[17] Department of Toxic Substances Control EnviroStor Database, www.envirostor.dtsc.ca.gov. Accessed April 10th, 2017.

The GeoTracker database found one listing on the Project site. The listing, located at 3100 Southside Road respectively, was part of the Irrigated Lands Regulatory Program. There is a second listing at 120 Enterprise Road, approximately 0.5 mile north of the project site. Both listings are terminated.[18]

To address airport safety hazards, San Benito County created an Airport Land Use Commission to provide orderly growth of San Benito's two public airports. The Commission ensures compatible land uses around the Hollister Municipal Airport and the Frazier Lake Airpark through the implementation of their respective Comprehensive Land Use Plan. The nearest airport to the Project site is the Hollister Municipal Airport, located about 5 miles north of the Project site. The Project site is not located in an airport influence zone of any airport.

San Benito County has prepared an Emergency Operations Plan that identifies the City's emergency planning, organization and response policies and procedures.[19] The County has also prepared a Multi-Jurisdiction Local Hazard Mitigation Plan (LHMP) with the cities of Hollister and San Juan Bautista, and with two water agencies. The LHMP identifies the capabilities, resources, information, strategies for risk reduction, and critical facilities, and provides a set of strategies to reduce vulnerability to disaster through education and outreach programs, the development of partnerships, and implementation of actions to reduce the severity of impacts from a disaster.

The California Department of Forestry and Fire Protection (CalFire) prepares maps of Very High Fire Hazard Severity Zones (VHFHS), which are used to develop recommendations for local land use agencies and for general planning purposes. CalFire categorizes parcels into VHFHS and Non-VHFHS zones. The Project site is not located in any fire hazard severity zones as delineated by CalFire.[20]

Potential hazards impacts associated with the Project were analyzed in a Phase II Environmental Site Assessment (Phase II ESA) report conducted by ENGEO in June 2015, included as Appendix H. No Phase I study was conducted because the presence of potential hazards had previously been determined.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than significant impact. During the construction of the residential development and related infrastructure, small quantities of hazardous materials such as such as gasoline, diesel fuel, lubricants for machines, and other-petroleum-based products would be used on-site. Removal and disposal of hazardous materials from the Project site would be conducted by an appropriately licensed contractor. Any handling, transporting, use, or disposal would comply with applicable laws, regulations, policies, and programs set forth by various federal, state, and local agencies, including the EPA, Caltrans, and San Benito County. Required compliance with applicable hazardous material

[18] State Water Resources Control Board, GeoTracker Database, https://geotracker.waterboards.ca.gov/. Accessed April 10th, 2017.
[19] County of San Benito Emergency Operations Plan, August 2015
[20] California Fire Hazard Severity Zone Map, San Benito County, Adopted 11/2007

laws and regulations would ensure that construction-related hazardous material use would not result in significant impacts.

Once operational, limited quantities of hazardous materials such as solvents, fertilizers, pesticides, and other materials used for regular maintenance of buildings and landscaping, as would typically be the case for these types of residential projects. Because of the nature of the Project, hazardous materials used on-site may vary, but would likely be limited to fertilizers, herbicides, pesticides, solvents, cleaning agents, and similar materials used for daily residential operations and maintenance activities. These types of materials are common for residential developments such as the Project and represent a low risk to people and the environment when used as intended. Therefore, long-term operational impacts associated with hazardous materials would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than significant impact with mitigation incorporated. The Project site has existing on-site structures that could contain lead and/or asbestos due to their age. The on-site structures were constructed before the use of asbestos- and or lead-containing materials became regulated, so it is possible that these materials could be released during demolition. MM HAZ-1 would reduce the associated impacts to a less than significant level.

Furthermore, the on-site use of agricultural chemicals could pose a hazard if still on-site or remnant in site soils. ENGEO conducted a Phase II ESA to assess if surface and near-surface soils have been impacted due to past agricultural activities at the Project site. ENGEO collected samples from three depths at a total of 35 sample locations, for a total of 105 samples. Several organochlorine pesticides were detected in the soil samples collected from the site. With the exception of dieldrin, none of the organochlorine pesticide analytes were detected at concentrations in excess of respective Regional Screening Levels (RSLs) established by the EPA Region IX for residential land use. Four samples exhibited concentrations of dieldrin that exceeded the respective RSL of 33 micrograms per kilogram (µg/kg). These samples exhibiting elevated dieldrin concentrations were located in intermittent, isolated areas of the northern and central portions of the site. As explained more fully in the Phase II ESA, these isolated elevated concentrations are not considered indicative of environmental impact resulting from historic agricultural activities at the site.

ENGEO concluded that past agricultural activity at the site has not resulted in soil impacts that would pose a risk to construction workers or future residential land users. Since these soils do not pose a potential significant risk to construction workers or future residential land users, the proposed residential redevelopment of the site is appropriate without consideration of potential environmental remediation measures. As such, impacts would be less than significant.

As described above, small quantities of hazardous materials would be used on-site during construction and operation of the Project, but not in sufficient quantities to create significant hazard in the unlikely event of upset or accident. Additionally, transport of hazardous materials would be restricted to

designated regional and local routes, thereby minimizing the risks associated with upset and accident during transport. These routes are often restricted to roadways between hazardous collection and disposal facilities, minimizing potential harm to the public, and are generally restricted to highways and interstates, of which none are located immediately adjacent to the Project site. No such hazardous waste facilities are located immediately adjacent to the Project site that require related transport. The nearest hazardous waste collection center is located opposite Highway 25, approximately 3.35 miles east at the Household Hazardous Waste Collection Center, and the transport to this facility does not require the use of the roadways immediately adjoining the Project site. Furthermore, the Project is not creating this situation; rather, any risk of accident or upset already exists as a result of hazardous waste material being used by commercial vehicles transporting these types of materials. That said, in the unlikely event of an accident involving the transport of hazardous wastes and materials on roadways abutting the Project site, the health of construction workers or future residents on the Project site could be adversely affected, as there is no absolute certainty that no hazardous spill could occur. However, County agencies would be expected to respond to any such incident in accordance with the assignment of duties and procedures in the Hazardous Materials Incident Response Area Plan (San Benito County 2015a). In addition, USEPA and DOT laws and regulations have been promulgated to track and manage the safe interstate transportation of hazardous materials and waste. The USEPA administers permitting, tracking, reporting, and operations requirements established by RCRA. The DOT regulates the transportation of hazardous materials through implementation of the HMTA, as discussed in the Federal Regulatory Section above. Enforcement of these acts and rapid response by local agencies to any such incident, would ensure that the Project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and therefore Project impacts in this regard are less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than significant impact. Pinnacles Community School, located at 3230 Southside Road, is approximately 500 feet south of the Project site. Other nearby schools are more than 0.5 mile away from the Project site. While small quantities of hazardous substances would be used on-site as described above, compliance with applicable laws and regulations would ensure appropriate use, transport, and disposal. Therefore, impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Less than significant impact. According to the EnviroStor Cortese list, the Project site does not contain any Cortese list sites. The nearest Cortese site, the PG&E Hollister Maintenance Station (35490002) is located at 1980 Santa Ana Road, approximately 2.83 miles northeast of the Project site.[21] The site was identified in 1998 for soil contamination, and no further action was

[21] DTSC. 2007. Cortese List. Available: http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Accessed: June 15, 2017.

recommended by the San Benito County Health Department (as of 1999). This site is currently identified as backlogged by the DTSC, and has not been formerly closed. As the site is not located immediately adjacent to the Project, and is not identified for hazardous wastes or materials that could migrate, the site would not impact the Project. As such, the Project would not be located on a site that would create a significant hazard to the public or the environment, and therefore impacts would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No impact. As described above, the Project site is not located in an airport influence zone as delineated in the Hollister Municipal Airport or Frazier Lake Airpark Airport Land Use Plan. The nearest airport to the Project site is the Hollister Municipal Airport, located about 5 miles north of the Project site. Given the distance of the Project site from local airports, intervening development and applicable air traffic and safety regulations, the Project would not result in air safety hazards for people residing or working on the Project site or in the vicinity. No impact would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. The closest private airstrip is the Christensen Ranch Airport, located about 4.5 miles to the northeast. Given the distance of the Project site from local airports, intervening development and applicable air traffic and safety regulations, the Project would not result in air safety hazards at or near a private air strip for people residing or working on the Project site or in the vicinity. No impact would occur.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than significant impact. The LHMP designates certain roadways in the County for primary evacuation routes. Panoche Road is the primary evacuation roadway for the County. The Project site, located on Southside Road, would not impair implementation of or physically interfere with designated evacuation routes or otherwise conflict with an adopted emergency response plan or emergency evacuation plan. Furthermore, an EVA would be provided via a proposed driveway extending east from Southside Road north of the Project Access Driveway, approximately 450 feet south of the Southside Road/Enterprise Road intersection. Design of the EVA would comply with the County's Complete Street Standards and other applicable requirements. Impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No impact. As described above, the site is located in an area designated as non-burnable according to the U.S. Forest Service Wildfire Hazard Potential Map. In addition, the Project site is not located

in any fire hazard severity zones as delineated by CalFire. While the Project is located in a semi-rural area, it is not adjacent to wildlands. While wildfire could occur on-site or on adjacent properties, the proposed Project would be equipped with road widths and circulation components, automatic fire sprinklers, and fire hydrants and would otherwise comply with the applicable fire safety provisions of the California Building Code, thereby reducing the risk of damage from fire to the maximum extent practicable.

Among others, the proposed Project would be required to comply with the following as standard conditions of approval:

- All public and private roads shall be all-weather surfaces with a minimum width of 18 feet, unobstructed by parking. Cul-de-sacs and turnouts would be designed to local Fire Department/District standards. For private roads, there shall be ongoing and legally binding provisions to maintain the roads to local Fire Department/District approval.
- Structure numbers and street signs shall be lighted to applicable County standards so that emergency vehicles including police and ambulances can locate residences in the event of any emergency.
- All fire hydrants shall be installed in accordance with County Zoning requirements and applicable local Fire Department/District standards.
- Prior to approval of the first building permit, the applicant shall submit revised plans subject to the review and approval by the County and local Fire Department/District that illustrate the roadways and site access, and the placement of fire hydrants throughout the site. Primary access shall be constructed as part of initial grading, and fire hydrants would be installed prior to occupancy.
- The Project's water system shall be designed to maintain a minimum fire flow of 2,500 gallons per minute (GPM) for two hours (or greater) at 20 pounds per square inch (PSI).
- The applicant shall prepare a fire/vegetation management plan for the approval of the County and Fire Department/District.

Impacts would be less than significant.

Mitigation Measures

MM HAZ-1 Prior to issuance of demolition permits, the Project applicant shall retain a hazardous materials contractor to inspect the Project site (including all existing structures and buildings to be demolished) for the presence of asbestos-containing materials and lead-based paint. If these materials are determined to be present, they shall be removed and disposed of by a registered asbestos abatement contractor in accordance with applicable federal, state, and local laws and regulations. If these materials are determined not to be present, no further action is necessary. The applicant shall submit documentation verifying compliance with this mitigation measure as part of the demolition permit application.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
9. Hydrology and Water Quality *Would the project:*				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Environmental Evaluation

Five creeks (Pacheco Creek, Arroyo de las Viboras, Arroyo Dos Picachos, Santa Anna Creek, Tres Pinos Creek) are located in San Benito County, but none are near the vicinity of the Project site. The Project site is located in the San Benito River and Santa Anna Creek watersheds. There are no water bodies on the Project site.[22]

The Porter-Cologne Water Quality Control Act governs California's water quality control. The Act establishes the SWRCB and the nine regional water quality control boards (RWQCBs), each having jurisdiction to regulate and protect waters in each region. The RWQCB establishes requirements prescribing the quality of point and nonpoint sources of discharge and establishes water quality objectives through the Water Quality Control Plan for the local basin. The Project site is within the jurisdiction of the Central Coast Regional Water Quality Control Board (CCRWQCB).

The SWRCB issues a Construction General Permit (Order No. 2010-0014-DWQ) that includes measures to eliminate or reduce pollutant discharges through implementation of a Stormwater Pollution Prevention Plan (SWPPP), which requires implementation and maintenance of BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from construction sites. Low impact development (LID) refers to an approach to stormwater management. Green roofs, permeable pavement, rain gardens, bio-retention swells, and reducing and disconnecting impervious surfaces are all examples of LID practices.

The CCRWQCB requires all wastewater collection and disposal providers to prepare both a long-term wastewater management plan according to wastewater requirements, and a Sewer System Management Plan according to the Statewide General Order Waste Discharge Requirements for Sanitary Sewer Systems (WQO No. 2006-003-DWQ), which was adopted in 2006 and requires wastewater collection and service providers to report all sanitary sewer overflows and management plans for all sanitary sewer systems. No municipalities in San Benito County are covered under the Phase I National Pollution Discharge Elimination System (NPDES) program. Under Phase II, small MS4s in an urban area with a population of 50,000 and density of 1,000 persons/square mile are required to obtain coverage under the SWRCB General Permit. The City of Hollister is a current participant in the Phase II municipal NPDES program, but no communities in unincorporated areas participate in the Phase II program.

As described in more detail in the Utilities section, there are three sources of water that supply municipal, rural, and agricultural land uses in San Benito County. These include water purchased and imported from the Central Valley Project (CVP) by the San Benito County Water District (SBCWD), local surface water stored in and released from SBCWD-owned and operated Hernandez and Paicines reservoirs, and local groundwater pumped from wells. For the last decade of available data (2000-2010) total water use, including CVP water, surface water and groundwater, has ranged from between 35,000 and 47,000 acre-feet per year (afy) in the CVP delivery area (termed Zone 6).

Sunnyslope County Water District is a water purveyor whose service area includes part of Hollister and unincorporated areas of the County near the City. SSCWD serves over 5,200 connections. It

[22] County of San Benito General Plan 2035 RDEIR March 2015, Hydrology and Water Resources, "Environmental Setting" page 13-2.

operates four active wells located in the Hollister West and Tres Pinos sub basins. The San Benito County Water District (District), Sunnyslope County Water District (Sunnyslope or SSCWD), and the City of Hollister (Hollister) prepared the 2015 Hollister Urban Area (HUA) Urban Water Management Plan (UWMP).

The HUA is an approximately 20-square-mile area comprising all of the incorporated, and some unincorporated county lands, surrounding the City of Hollister, which was originally defined in the Hollister Urban Area Water and Wastewater Master Plan (Master Plan). The Master Plan provides a comprehensive plan and implementation program to meet the existing and future water resources needs of the properties located within the geographic boundaries of the Hollister urban area, as identified in the Master Plan, through 2035 (SBCWD 2008). The Master Plan was initiated through a Memorandum of Understanding (MOU) developed in 2004 by the City of Hollister, San Benito County, and SBCWD. The MOU was amended in 2008 to include SSCWD. The MOU described the principles, objectives, and assumptions that formed the basis of the Master Plan, focusing on the following goals:

- Improve municipal, industrial, and recycled water quality
- Increase the reliability of the water supply
- Coordinate infrastructure improvements for water and wastewater systems
- Implement goals of the Groundwater Management Plan
- Integrate recommendations of the Long-term Wastewater Management Plans with the Master Plan
- Support economic growth and development consistent with the City of Hollister and San Benito County General Plans and Policies
- Consider regional issues and solutions

As described in the MOU, the Master Plan provides a comprehensive plan including: (1) capacity and estimated cost of physical facilities, and (2) an implementation program including institutional agreements, engineering, CEQA compliance, permitting, financing, coordination with ongoing projects and programs, stakeholder outreach, and scheduling (SBCWD 2004).

The Project site is within the existing service area of the SSCWD for purposes of water service. While the Project anticipates sewer service from the City of Hollister (consistent with the Master Plan assumptions with respect to service within the geographical boundaries of the Hollister urban area), the Project site is not currently within the City's municipal boundaries or its sphere of influence.

The Federal Emergency Management Agency (FEMA) issues Flood Insurance Rate Maps (FIRM) that identifies land areas that are subject to flooding. FEMA's minimum level of flood protection for new

development is the 100-year flood event, a flood that statistically has a one percent probability of occurring in any given year. The Project site is not within a designated FEMA 100-year floodplain.[23]

Dam inundation occurs when a flood control dam/water reservoir is damaged severely enough to compromise its ability to hold back water. This damage can occur as a result of earthquakes or other seismic activity, erosion of the dam face or foundation, or rapidly rising floodwaters that weaken the dam or overwhelm its capacity to drain excess water.

The dams and reservoirs affecting the County include several that are isolated in remote valleys and two dams (San Justo and Leroy Anderson) that are larger and close to populated areas. The San Justo Dam and Reservoir are located about 3 miles southwest of Hollister. In the event of a complete failure, water from the reservoir behind San Justo Dam could inundate the San Juan Valley and flow across the lower San Benito River floodplain to the Pajaro River and the Project site. The Project site could be affected by inundation of this dam. The Leroy Anderson Dam is located in Santa Clara County; however, its inundation zones could affect the County in the unlikely event of a failure.[24] The Project site is not within the inundation zone of the Leroy Anderson Dam.

Other hazards include seiches, which are oscillations of water in an enclosed body of water caused by strong seismic activity. The Project site is not located downstream of a dam. The San Justo Dam is 2.84 miles west of the Project site. The Project site is not in a dam inundation area. The Project site is more than 25 miles from the Pacific Ocean and is not susceptible to tsunamis.

Susceptibility to landslides and or mudflow is minimal, due to the relatively flat topography. The Project site is not identified by the California Department of Conservation landslide map as an area highly susceptible to landslides.[25]

Would the project:

a) Violate any water quality standards or waste discharge requirements?

Less than significant impact. The proposed Project proposes to subdivide and construct 84 single-family homes and related improvements oriented around three new roadways internal to the site, as shown on the proposed site plan (Exhibit 2). Temporary soil disturbance would occur during construction of the proposed Project as a result of earth-moving activities, such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Project site. The types of pollutants contained in runoff from construction sites would be typical of urban areas, and may include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream drainages and ultimately into collecting waterways, contributing to degradation of water quality.

[23] FEMA Flood Zones, https://msc.fema.gov/portal, accessed April 10, 2017
[24] County of San Benito Multi-Jurisdiction Local Hazard Mitigation Plan, Dam Failure, Page 158, August 2015
[25] California Department of Conservation. 2015. Landslide Map. Available: http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=landslides. Viewed June 15, 2017.

The proposed Project would disturb more than 1 acre of soil and therefore is required to obtain coverage under the SWRCB General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit, 2009-0009-DWQ). The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP contains site map(s) that show the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography (both before and after construction), and drainage patterns across the Project. According to the site plans, a new drainage swale would be located on the eastern portion of the site. In addition, the Project would be required to adhere to applicable Best Management Practices that would address post-construction runoff. Best Management Practices that are typically specified within the SWPPP may include, but would not be limited to, the following:

- The use of sandbags, straw bales, and temporary de-silting basins during project grading and construction during the rainy season to prevent discharge of sediment-laden runoff into storm water facilities.
- Revegetation as soon as practicable after completion of grading to reduce sediment transport during storms.
- Installation of straw bales, wattles, or silt fencing at the base of bare slopes before the onset of the rainy season (October 15th through April 15th).
- Installation of straw bales, wattles, or silt fencing at the Project perimeter and in front of storm drains before the onset of the rainy season (October 15th through April 15th).

In addition, Chapter 19.17 of the San Benito County Code regulates grading, drainage and erosion and contains requirements regarding discharge and construction site stormwater runoff control. Compliance with existing laws and regulations would limit erosion, which would reduce temporary impacts to surface water quality.

As such, with implementation of all applicable laws and regulations, the proposed Project would not violate water quality standards or contribute additional sources of polluted runoff. Construction impacts to water quality would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted?

Less than significant impact. Sunnyslope County Water District is a water purveyor whose service area includes part of Hollister and unincorporated areas of the County near the City. SSCWD serves 5,497 municipal connections. It operates four active wells located in the Hollister West and Tres Pinos sub-basins. SSCWD derives its water supply from both groundwater and imported water from the Central Valley Project. While the amount of CVP water varies from year to year, groundwater is the primary source of water to SSCWD, and would therefore be the primary source to the proposed Project. As described in Section 3.17, Utilities and Service Systems, sufficient water is anticipated to

be available to serve the Project under all hydrologic conditions, including single and multiple dry years. Therefore, sufficient water supplies would be available to serve the Project, and no new or expanded water supply entitlements would be needed.

Development of the proposed Project would potentially interfere with groundwater recharge by increasing the area covered by impervious surfaces. The site is approximately 24 acres and the existing character is primarily agricultural. The proposed Project would develop 84 single-family residential units and the necessary infrastructure including, among other improvements, internal roadways. Each residence would feature some area of pervious surfaces (i.e., landscaping), but much of the residential area would be developed with impervious surfaces, such as rooftops, hardscaping, and roadways. The proposed Project would provide approximately 0.22 acre of open space and approximately 1.89 acres of a drainage swale area.

The proposed Project would include on-site drainage infrastructure including construction of a stormwater detention basin and bioswale in the northeastern corner of the site. The detention basin would be designed to store and attenuate runoff from impervious surfaces (such as rooftops) and would be sized in accordance with applicable standards and requirements of the County ordinances and permit requirements. Stormwater would be collected in the detention basin and may infiltrate into the groundwater.

The proposed Project would not significantly deplete groundwater, and stormwater runoff from the site would be captured in an on-site detention basin, which would allow for groundwater recharge. The proposed Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table level. Impacts would be less than significant**.**

c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than significant impact. The Project site does not contain any streams or rivers. Development associated with the proposed Project would result in alterations to site drainage, such as changes in ground surface permeability from paving and changes in topography from grading and excavation. The proposed Project would increase the area covered by impervious surfaces, resulting in potential increases in surface runoff. Increased runoff could impact water quality down-gradient of the Project site by increasing erosion or sedimentation and the quantity of floodwater. Increased runoff could also impact stormwater drainage facilities such that new or expanded facilities would be required. The proposed Project would involve on-site drainage infrastructure including construction of an on-site retention/detention basin to manage stormwater, which would be required to be sized pursuant to applicable standards to ensure that the capacity of existing stormwater drainage systems would not be significantly impacted by the Project.

Furthermore, the Central Coast RWQCB adopted Resolution No. R3-2013-0032 on July 12, 2013 setting forth post-construction stormwater management requirements for development projects in the central coast region. These requirements include specific performance requirements with the

objective to ensure reduction of pollutant discharges to the maximum extent practical and prevent stormwater discharges from causing or contributing to a violation of receiving water quality standards.

The proposed Project would not result in substantial erosion or siltation on- or off-site and would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater systems. Further, the Project would not require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, as discussed more fully in Section 3.17, Utilities and Service Systems. Impacts would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than significant impact. The Project site does not contain any streams or rivers. Development associated with the proposed Project would result in alterations to site drainage, such as changes in ground surface permeability from paving and changes in topography from grading and excavation. The proposed Project would involve on-site drainage infrastructure including construction of an on-site retention/detention basin to manage stormwater, which would ensure that the capacity of existing stormwater drainage systems would not be significantly impacted by the Project. Furthermore, implementation of the BMPs as part of the SWPPP would reduce the volume and flow rate of stormwater from the site to the storm sewer system to the maximum practicable extent. Compliance with General Construction permit conditions and the applicable provisions from San Benito County related to grading, drainage and erosion would reduce impacts to less than significant.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than significant impact. Residential lots and related improvements would result in the creation of net new impervious surface in the form of driveways, rooftops, roads, etc.; however, as described above, the proposed Project proposes the use of various stormwater management BMPs to control the volume and velocity of runoff in accordance with applicable standards and requirements. Stormwater would lead to an on-site stormwater detention basin and a drainage swale. As noted above, the Central Coast RWQCB adopted Resolution No. R3-2013-0032 on July 12, 2013, to set forth post-construction stormwater management requirements for development projects in the central coast region. These requirements include specific performance requirements with the objective of ensuring reduction of pollutant discharges to the maximum extent practical and preventing stormwater discharges from causing or contributing to a violation of receiving water quality standards. Therefore, compliance with applicable regulations and implementation of the proposed Project features would reduce impacts to a less than significant level.

f) Otherwise substantially degrade water quality?

Less than significant impact. As described above, the proposed Project would result in the construction of 84 residential homes and related improvements. Construction of the Project would

include excavation of soils and development of new structures and pervious surfaces. When the residences are completed, small quantities of polluted water from landscaping fertilizers, car oils and lubricants, and household cleaning hazards would be sent to the on-site retention/detention basin (which has water quality as well as storm flow features), which would help to ensure no significant degradation of water quality.. The Project would be required to adhere to all applicable laws and regulations including the General Construction Permit and LID manuals described above to prevent erosion and surface runoff. With adherence to these laws, guidelines and regulations, impacts associated with water quality would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. The Project does not propose any housing located within a FEMA designated 100-year flood hazard area. Furthermore, the Project is consistent with General Plan Policy HS-2 by incorporating 100-year flood protection standards into its design. Therefore, no impacts would occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No impact. The Project does not propose any housing located within a FEMA designated 100-year flood hazard area. Therefore, no impacts would occur.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less than significant impact. As described above, the Project site is approximately 2.84 miles east of the San Justo Dam. In the event of a complete failure, water from the reservoir behind San Justo Dam could inundate the San Juan Valley and flow across the lower San Benito River floodplain to the Pajaro River. The Project site would be potentially affected. However, dam safety would be regulated by the California Office of Emergency Services. The Dam Inundation Mapping and Emergency Procedure Program coordinates with the California Division of Safety of Dams and other state and federal agencies in activities to assure effective dam incident emergency response procedures and planning.[26] The Leroy Anderson Dam is located approximately 25 miles north of the Project site in Morgan Hill. The Project site is not located within the dam inundation area of the Leroy Anderson Dam. Therefore, impacts would be less than significant.

j) Inundation by seiche, tsunami, or mudflow?

Less than significant impact. The Project site is more than 25 miles from the Pacific Ocean and therefore not susceptible to tsunamis. Susceptibility to landslides and or mudflow is minimal because of the relatively flat topography. The nearest water body to the Project site is the San Justo Dam. It should be noted that the Project site would not be subject to flooding as a result of the

[26] California Office of Emergency Services, Dam Inundation Mapping and Emergency Procedure Program Website: http://www.caloes.ca.gov/for-individuals-families/hazard-mitigation-planning/dam-inundation-mapping-emergency-procedure-program. Accessed April 11, 2017.

failure of a levee or dam because the Project site is not located downstream of a dam and the Project site is not within a dam inundation area. Therefore, impacts would be less than significant.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
10. Land Use and Planning *Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☐	☐	☒

Environmental Evaluation

Setting

The Project site is located on the rural-urban fringe of unincorporated San Benito County, California, near (but outside of the municipal boundaries and sphere of influence of) the City of Hollister. The Project site has been in cultivation as an orchard since the 1950s, and while orchards were removed from the central and southern portions of the site within the last 15 years, the northern portion of the site remains in cultivation today. Surrounding land uses include more urbanized residential subdivisions, land in active agricultural production, and open space.

The County of San Benito General Plan's Vision notes that a "balance has been attained between business and residential growth without surrendering our rich natural resources, valuable agricultural assets, active country character, or our historic heritage." In part, this balance is reached by the County's identification of certain lands, which are viewed as less sensitive in terms of agricultural and biological resources, for more urbanized development and to accommodate the County's planned growth (including its regional fair share of housing). This, in turn, enables the County to protect more highly valued and sensitive lands from conversion to urban uses.

The Project site consists of one parcel totaling approximately 27.26 acres (APN 020-290-049). It is located approximately 0.5 mile south of the City of Hollister in unincorporated San Benito, County, California. The existing General Plan land use designation for the Project site is Residential Mixed (RM), which allows for areas of unincorporated village or neighborhood uses with a residential density of up to 20 dwelling units per acre where circulation and utility services exist. The site is zoned Single-Family Residential (R1), which allows single-family homes, incidental recreational uses, and horticulture and gardens. The proposed Project would be subject to applicable requirements set forth in Article II of the San Benito County Code of Ordinances for Single-Family Residential (R1) districts. For example, section 25.110.023 guides the site development standards where minimum

lot sizes in the R1 District are to be 5,000 square feet where public sewer and water service is available. In addition, Section 25.11.024 of the San Benito County Code sets height and coverage limitations where the aggregate ground coverage in an R1 district shall not exceed 40 percent of the building site, and no building height shall be in excess of 30 feet.[27]

Current access to the site is provided by a gravel driveway that runs east from Southside Road near Hospital Road. There are existing Class II bike lanes on County Labor Camp Road, and Class I bike lanes are planned for the segment of Southside Road adjacent to the Project site. There is no direct transit service within a mile of the site and there are no pedestrian facilities in the vicinity.

San Benito County has not adopted a habitat conservation plan, and the proposed Project would not be within the boundaries of a Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan or conservation agreement; accordingly, the Project would not conflict with any such plan.

Because the site is located in unincorporated San Benito County outside of the City of Hollister's sphere of influence, yet within the service area of the City of Hollister's sewer system, the project is under the purview of the San Benito LAFCO.

Would the project:

a) Physically divide an established community?

No impact. The physical division of an established community typically refers to the construction of a linear feature, such as an interstate highway or railroad tracks, or removal of a means of access, such as a local bridge, which would impact mobility within an existing community of between a community and outlying area. The Project does not involve any such features, and would not remove any means of access or impact mobility. There would be no impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less than significant impact. A significant impact would occur if the Project would conflict with the applicable County's General Plan or Code provisions, including the Zoning Ordinance or tree removal controls, which were adopted for the purpose of avoiding or mitigating an environmental effect. The project will also be required to conform with LAFCO policies.

The Project would be consistent with the site's existing General Plan Residential Mixed (RM) land use designation. The purpose of the RM General Plan designation is to allow areas of unincorporated urban uses where circulation and utility services exist. The designation allows mixed-use developments at a density of up to 20 dwelling units per acre. Because the Project includes the

[27] County of San Benito Code of Ordinances - Article II Single-Family Residential (R1) District Website: http://library.amlegal.com/nxt/gateway.dll/California/sanbenitocounty_ca/title25zoning/chapter2511residentialdistricts/articleiisingle-familyresidentialr1distr?f=templates$fn=altmain-nf.htm$q=r1%20$x=server$3.0#LPHit1. Accessed October 27, 2016.

construction of 84 single-family units on an approximately 26-acre site, it would be consistent with the residential standards permitted and other relevant provisions in the RM designation.

Pursuant to Article II of the County's Code of Ordinances, the proposed Project's use is consistent with the County's Single-Family Residential R1-District zoning designation. Permitted uses in the R1 zone include single-family dwellings with a minimum building site area of 5,000 square feet (where a public sewer and public water supply are available). The Project proposes to be served by nearby roadways and to connect to the City of Hollister's wastewater treatment plant (WRF) for sewer service (subject to any required approvals from other public agencies, e.g., LAFCO and/or the City of Hollister) and to SSCWD for water service, and therefore the 5,000 sf minimum lot requirement applies to the Project. All home sites would be on lots greater than 5,000 sf, and would therefore be consistent with this requirement.

The 2035 General Plan deliberately focuses new suburban development where it can be adequately served by municipal type services such as sewer and water. The Project site is one identified by the recently adopted 2035 General Plan (July 21, 2015) as a logical extension of the growth occurring on the southern edge of the County, near the City of Hollister. The Project site is located within an area identified by the County General Plan for future growth. While the Project would result in the conversion of agricultural land, the County considered many options during the drafting of the 2035 General Plan before crafting the balance between many competing goals and policies reflected in the adoption of the 2035 General Plan. In this case, the County determined that encouraging growth to occur close to existing development and services on certain lands that were considered less sensitive from a resource standpoint would then enable the County to continue to protect other more highly valued and sensitive lands.

Ultimately, the determination as to whether the Project is consistent with the General Plan is a decision for the Board of Supervisors ("Board").

The County affords certain tree species protection under Article VII of the County Code. As described in Section 4, Biological Resources, Article 25.29.212 "Definitions," specifically exempts English walnuts, and their preservation is not required. However, Black Walnuts are present on the site and a permit would be required to remove these trees in order to comply with San Benito County Zoning Ordinance 25.29.214. As such, buildout of the project would not conflict with any local policies or ordinances protecting biological resources.

Therefore, the Project would not conflict with applicable land use plans and regulations, and associated impacts would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan?

No impact. As noted in the Biological Resources discussion, the Project site is not located with a designated critical habitat. Also, as noted above, San Benito County has not adopted a habitat conservation plan,[28] and it is not within the boundaries of a Natural Community Conservation Plan,

[28] California Regional Conservation Plans Map Website: https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline. Accessed September 26, 2016.

or other approved local, regional, or state habitat conservation plan or conservation agreement. There would be no impact.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
11. Mineral Resources *Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Setting

The Surface Mining and Reclamation Act of 1975 (SMARA) is the primary state law concerning mineral resources. Mineral resources including sand, gravel, and building stone are important for commercial purposes. Because of the economic importance of mineral resources, SMARA limits new development in areas with significant mineral deposits. SMARA also requires state geologists to classify specified areas into Mineral Resource Zones (MRZs).

The Project site is located within an area of unincorporated land south of the City of Hollister within San Benito County Lines, and has a designation of MRZ-3. According to the California Geological Survey (CGS)[29] MRZ-3 zones are considered, "areas containing mineral deposits, the significance of which cannot be evaluated from available data." However, the Project site currently has development in line with agricultural uses and is located within on the rural urban fringe and designated in the County's General Plan and Zoning Ordinance for more urbanized residential uses[30].

The San Benito County 2035 General Plan EIR[31] identifies two MRZ Sectors which fall within County lines, including Sectors E and F (CGS). Sector E includes the Holocene Stream Channel and Terrace Deposits adjacent to the San Benito River and Tres Pinos Creek. This sector zone is located approximately 0.44 mile southeast of the Project site along the channel of the San Benito River from Tres Pinos to the County line in the northwest. Sector F (Cretaceous Hornblende Gabbro–Aromas Deposit) extends nearly 5 miles from Chittenden Pass to Pajaro Gap and is classified as MRZ-2.[32]

There are no locally important mineral resource recovery sites described in the County of San Benito General Plan 2035.

[29] California Geological Survey Mineral Land Classification. Website: ftp://ftp.consrv.ca.gov/pub/oil/SB4DEIR/docs/GEO_CDMG_2000.pdf. Access August 9, 2016.
[30] County of San Benito General Plan 2035 Website: http://cosb.us/wp-content/uploads/Adopted-2035-GPU.pdf. Accessed August 9, 2016.
[31] County of San Benito General Plan Draft Environmental Impact Report 2035. Website: http://www.sanbenitogpu.com/docs.html. Accessed August 9, 2016.
[32] California Geological Survey. Website: http://www.conservation.ca.gov/cgs/minerals/mlc. Accessed August 9, 2016.

Environmental Evaluation

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Less than significant impact. As stated in the above description of the mineral resources setting, the site is located in a MRZ-3 designated area. While mineral deposits may be present, current agricultural uses at and around the Project site do not support mineral extraction operations. Furthermore, the Project site and adjoining lands have been designated by the 2035 General Plan for residential use and would not therefore involve mineral extraction operations. Thus, impacts would be less than significant.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No impact. There are no locally important mineral resource recovery sites described in the County of San Benito 2035 General Plan. The General Plan does not include the Project site as a zone for mineral extraction. No Impacts would occur.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
12. Noise *Would the project result in:*				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Environmental Evaluation

The following analysis is based in part on the Noise Impact Assessment report prepared for this project by Rincon Consultants, Inc., including outputs from the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) 2.5, which are included as Appendix I and was peer reviewed by First Carbon Solutions.

Characteristics of Noise. Noise is defined as unwanted sound. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Most of the sounds that are heard in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. Noise is typically generated by transportation, specific land uses, and ongoing human activity.

The standard unit of measurement of the loudness of sound is the decibel (dB). The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments, while a change of 5 dBA is considered to be the minimum readily perceptible change to the human ear in outdoor environments.

Since the human ear is not equally sensitive to sound at all frequencies, the A-weighted decibel scale (dBA) was derived to relate noise to the sensitivity of humans. The scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Furthermore, the A-weighted sound level is the basis for a number of various sound level metrics, including the day/night sound level (L_{dn}) and the Community Noise Equivalent Level (CNEL), both of which represent how humans are more sensitive to sound at night.[33] In addition, the equivalent continuous sound level (L_{eq}) is the average sound energy of time-varying noise over a sample period and the L_{max} is the maximum instantaneous noise level occurring over a sample period.

Existing Noise Sources

The Project site is located in unincorporated area of County of San Benito, California. The Project site is located on the rural-urban fringe, with surrounding land uses that include more urbanized residential subdivisions, land in active agricultural production, and open space. To the west of the site on the opposite side of Southside Road, south of Hospital Road, lies a residential subdivision of single-family homes, and there are more residences clustered the east of County Labor Camp Road, south of the Project site. Further to the east, there are additional residential subdivisions flanking SR-25. To the north of the site, there are walnut orchards in active production, while immediately to the east lies undeveloped grazing land and hills. To the south, there is undeveloped land and a migrant housing center. The closest sensitive receptor is a residence located approximately 85 feet west of the Project site.

The existing noise levels on the Project site were documented through short-term ambient noise measurements taken on or near the Project site in order to determine the existing ambient noise environment in the Project vicinity. Residential development includes noise sources such as air conditioning units, landscaping maintenance, and outdoor activities, while agricultural uses include noise sources such as equipment used for planting and harvesting.

The noise measurements were taken on Tuesday, September 20, 2016 between 12:09 p.m. and 12:52 p.m. using an ANSI Type II Integrating sound level meter. The noise measurement locations and the noise measurement data sheets are provided in Appendix I of this document. The noise monitoring locations were selected in order to document existing daytime ambient noise levels on the Project site and to determine compatibility of the proposed residential land use development

[33] L_{dn} is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m. CNEL is the 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 5 decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m. Source: Harris, Cyril M. 1998. Handbook of Acoustical Measurement and Noise Control.

with the County's land use guidelines for community noise environment. A summary of the results of the noise level measurements are provided below in Table 9.

Table 9: Noise Monitoring Summary

Site Location	Location Description—Primary Noise Sources	Primary Noise Sources	Sample Time	dBA L_{eq}
1	North side of Enterprise Road (25 feet from the centerline) approximately 50 feet east of intersection with Southside Road	Vehicles on Enterprise Road, vehicles on Southside Road	7:48 a.m.–8:03 a.m.	65.3
2	Southside Road (35 feet from the centerline), across from Project site near existing residence, 500 feet south of Enterprise Road	Vehicles on Southside Road	8:11 a.m.–8:26 a.m.	67
3	Southwest corner of intersection between Southside Road and Hospital Road (facing Southside Road, 30 feet from the centerline)	Vehicles on Southside Road, vehicles on Hospital Road	8:35 a.m.–8:50 a.m.	64.3
4	Southside Road (35 feet from the centerline), across from Project site near existing residence, 500 feet south of Enterprise Road	Vehicles on Southside Road	9:06 a.m.–9:21 a.m.	63.8
Source: Rincon Consultants. Inc., 2016				

Regulatory Framework

The County of San Benito addresses noise in the Noise Element of its General Plan and its County Code of Ordinances (County of San Benito 2016). The 2035 General Plan Health and Safety Element reiterates County standards that were in the previous General Plan, which apply to operational impacts of the proposed Project as well as potential impacts of existing noise levels on future sensitive receptors of the proposed Project.

The County has established noise and land use compatibility guidelines for new land use compatibility, as shown in General Plan Table 15-1: Land use Compatibility Guidelines for Noise Environments. According to the policies of the General Plan, noise environments up to 60 to 65 dBA CNEL are considered "normally acceptable" for single family residences. Environments with ambient noise levels from 65 dBA to 70 dBA CNEL are considered "conditionally acceptable" for new single family residential land use developments; as such, development may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the project design. Conventional construction, but with closed windows and a fresh air supply system or air conditioning will normally suffice as a noise insulation feature for these conditionally acceptable environments. The County of San Benito has adopted noise standards in the General Plan for non-transportation noise levels for noise-sensitive uses that cannot be exceeded, which apply to new or existing residential areas affected by new or existing non-transportation sources. Acceptable hourly L_{eq} is 55 dBA between 7:00 a.m. and 10:00 p.m. and 45 dBA between 10:00 p.m. and 7:00 a.m. The maximum noise level allowed is 70 dBA L_{max} during the

daytime hours of 7:00 a.m. to 10:00 p.m., and 65 dBA L_{max} during nighttime hours of 10:00 p.m. and 7:00 a.m.

The County also addresses noise in Chapter 19.39: Noise Control Regulations and Chapter 25.37: Development and Operational Standards of the San Benito County Code, which establishes acceptable day and night exterior noise standards for compatibility of noise emanating from any source. However, temporary construction activities between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday (except for federal holidays), are exempted from these noise standards. Any construction activities that would occur outside of the exempt hours would be subject to the San Benito County Code noise standards described above.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than significant impact with mitigation incorporated. Noise levels on the Project site and in the vicinity would be impacted by construction activities and from the ongoing operation of the Project.

Short-term Construction Impacts

Two types of short-term noise impacts could occur during the construction of the proposed Project. First, construction crew commutes and the transport of construction equipment and materials to the Project site would incrementally increase noise levels on access roads leading to the Project site. Although there would be a relatively high single event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the Project site would be less than significant.

The second type of short-term noise impact is related to noise generated during construction on the Project site. Construction is completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction related noise ranges to be categorized by work phase. Table 10 lists typical construction equipment noise levels, based on a distance of 50 feet between the equipment and a noise receptor. Because the noisiest construction equipment is earthmoving equipment, the site preparation phase is expected to be the loudest phase of construction. The site preparation construction phase is expected to require the use of front-end loaders, compactors, hydraulic backhoes, and haul trucks. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not expected to be used during construction of this Project.

Table 10: Typical Construction Equipment Maximum Noise Levels, L_{max}

Type of Equipment	Impact Device?[34] (Yes/No)	Specification Maximum Sound Levels for Analysis (dBA at 50 feet)
Pickup Truck	No	55
Pumps	No	77
Air Compressors	No	80
Backhoe	No	80
Front-End Loaders	No	80
Portable Generators	No	82
Dump Truck	No	84
Tractors	No	84
Auger Drill Rig	No	85
Concrete Mixer Truck	No	85
Cranes	No	85
Dozers	No	85
Excavators	No	85
Graders	No	85
Jackhammers	Yes	85
Man Lift	No	85
Paver	No	85
Pneumatic Tools	No	85
Rollers	No	85
Scrapers	No	85
Concrete/Industrial Saws	No	90
Impact Pile Driver	Yes	95
Vibratory Pile Driver	No	95
Source: FHWA 2006. Highway Construction Noise Handbook, August.		

The County of San Benito's Code of Ordinances outlines the County's standards for noise-producing construction activities. Construction activities that would produce noise levels in excess of the noise performance standards are restricted to the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday, and entirely on Sundays, holidays, or after sunset. Therefore, restricting construction activities to these stated time periods, as well as implementing the best management noise reduction techniques and practices outlined in MMs NOI-1a through NOI-1e would ensure that

[34] Impact devices are pieces of construction equipment that create high levels of noise and vibration such as jackhammers and pile drivers.

potential short-term construction noise impacts on sensitive receptors in the project vicinity would be reduced to less than significant.

Long-term Operational Impacts

The proposed development is located on the rural-urban fringe, with surrounding land uses that include more urbanized residential subdivisions, land in active agricultural production, and open space. To the west of the site on the opposite side of Southside Road, south of Hospital Road, lies a residential subdivision of single-family homes, and there are more residences clustered the east of County Labor Camp Road, south of the Project site. As noted in the setting section, the closest sensitive receptor is a residence located approximately 85 feet west of the Project site. The roadway (mobile) and stationary noise impacts have been analyzed separately below.

Mobile-Source Noise Impacts

Implementation of the Project would result in a significant impact if it would expose the Project or other receptors to ambient noise levels in excess of the County's acceptable noise and land use compatibility standards; this includes transportation noise sources. The County limits exterior noise levels for residential areas to 65 dBA L_{eq} for new residential development. In addition, the County has established an interior noise level standard of 45 dBA L_{eq} for new residential development.

The existing ambient noise environment was documented through four noise level readings taken by Rincon Consultants. Existing ambient noise conditions were then compared for compliance with the County's land use compatibility standards for new residential land use development. The noise measurement results show that existing ambient noise levels range up to 67 dBA L_{eq} on the western side of Southside Road, across from the Project site and near an existing single-family residence. The noise measurement was taken between 8:11 a.m. and 8:26 a.m. (during peak morning traffic), and represents a reasonable maximum traffic noise level associated with Southside Road. An off-peak measurement taken between 9:06 a.m. and 9:21 a.m. recorded a sound level of 63.8 dBA L_{eq}. This location represents the nearest sensitive receptor to the proposed Project (approximately 85 feet from the Project site boundary and 70 feet from the centerline of Southside Road). This location also captures traffic from the most heavily traveled roadway in the Project vicinity (Southside Road). These existing traffic noise levels, as measured at the proposed residential land uses, would be below the County's conditionally acceptable land use compatibility standard for new residential development. When the predicted noise levels with the project are modeled, barriers such as hedges and setbacks are taken into account, resulting in a level of 65 dBA L_{eq} on the site. Therefore, noise measurements and predicted noise level increases for this location represent the greatest potential operational noise impact associated with the proposed Project, and would be equal to or below the County's exterior noise level standard of 65 dBA L_{eq} for new residential development.

Anticipated traffic noise levels were calculated using the FHWA model using estimated future traffic volumes from the traffic study prepared by Wood Rogers (October 2016). Based on the trip generation analysis, the Project would add a total of 895 new daily trips, with a total of 69 AM peak-hour trips and 90 PM peak-hour trips. Table 11 summarizes the modeled operational roadway noise exposure at the three closest sensitive receptors. The model predicts a peak existing noise level of 65.0 dBA L_{eq} (1-hour) at noise measurement location 2 and 63.2 dBA L_{eq} at the existing single-family

residence just south of noise measurement location 2. The measurements taken by Rincon Consultants (shown in Table 6) provide a comparison between the measured sound level and the modeled noise level for peak hour traffic. The modeled noise levels are within 2 dBA of the measured levels for location 2. The modeled sensitive receptor for location 2 (the existing single-family residence) is approximately 85 feet from the Project site boundary and set back approximately 70 feet from the centerline of the roadway. In addition, a row of hedges serves as a partial sound barrier. Therefore, the modeled noise level for the single-family residence is slightly lower than for the adjacent noise measurement for receptor 3. For all three sensitive receptors, the predicted cumulative noise level increase from Project-related traffic was also 0.5 dBA L_{eq} (1-hour), which is still less than the significance threshold of 1.0 dBA L_{eq} as established by the Federal Transit Administration (FTA). Therefore, the modeled noise level for the closest sensitive receptor is slightly lower than for the adjacent noise measurement and no thresholds would be exceeded. Therefore, impacts associated with mobile-source noise would be less than significant.

Table 11: Operational Roadway Noise Exposure

Sensitive Receptor	Projected Noise Level (dBA Led)			Projected Increase	
	Existing	Existing + Project	Cumulative + Project	Cumulative Future + Project	Project's Cumulative Contribution
Receptor 1	63.2	63.7	64.3	0.5	0.5
Receptor 2	63.2	63.7	64.3	0.5	0.5
Receptor 3	62.1	62.6	63.2	0.5	0.5

Note:
See Appendix I Figure 1 for the location of each sensitive receptor.
Source: Federal Highway Administration Traffic Noise Model Version 2.5. See Appendix for calculations.
Rincon Consultants Inc., 2016

Stationary-Source Noise

The proposed Project would introduce new residences on the site. Currently, the Project site is undeveloped and is surrounded by mainly vacant land, as well as residential and agricultural uses. As discussed above, the closest sensitive receptor is a residence located 85 feet west of the Project site. The proposed Project would generate non-mobile operational noise that would be typical of residential uses, including periodic instantaneous sounds such as conversations, television sets, music, animals, household power tools, general vehicular movement, and doors slamming. The 2035 General Plan or County Code does not have noise regulation for specific operational non-stationary sources. These noises produced by the Project would be similar to the existing noise environment associated with the residential uses near the Project site and the existing noise measured adjacent to those uses during the site visited conducted by Rincon Consultants. While minor sources of noise would be introduced by the Project, but no large mechanical systems are anticipated to be installed at the proposed single-family residences. Minor noise sources would be lower than or equal to the existing ambient noise level associated with traffic on nearby roadways and the existing ambient noise level associated with nearby residences. Thus, the permanent stationary sources of noise associated with operation of the proposed Project on-site are not

anticipated to raise ambient noise levels above those existing without the Project. Therefore, impacts associated with operational project stationary-source noise would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact. Groundborne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. Vibrating objects in contact with the ground radiate vibration waves through various soil and rock strata to the foundations of nearby buildings.

In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV). For purposes of this analysis, project related impacts are expressed in terms of PPV. Typical vibration source levels from construction equipment are shown in Table 12.

Table 12: Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Water Trucks	0.001	57
Scraper	0.002	58
Bulldozer-small	0.003	58
Jackhammer	0.035	79
Concrete Mixer	0.046	81
Concrete Pump	0.046	81
Paver	0.046	81
Pickup Truck	0.046	81
Auger Drill Rig	0.051	82
Backhoe	0.051	82
Crane (Mobile)	0.051	82
Excavator	0.051	82
Grader	0.051	82
Loader	0.051	82
Loaded Trucks	0.076	86
Bulldozer-Large	0.089	87
Caisson drilling	0.089	87
Vibratory Roller (small)	0.101	88
Compactor	0.138	90
Clam shovel drop	0.202	94

Table 12 (cont.): Vibration Levels of Construction Equipment

Construction Equipment	PPV at 25 Feet (inches/second)	RMS Velocity in Decibels (VdB) at 25 Feet
Vibratory Roller (large)	0.210	94
Pile Driver(impact-typical)	0.644	104
Pile Driver (impact-upper range)	1.518	112
Source: Compilation of scientific and academic literature, generated by FTA and FHWA.		

Propagation of vibration through soil can be calculated using the vibration reference equation of

*PPV = PPV ref * (25/D)^n (in/sec)*

Where:

PPV = reference measurement at 25 feet from vibration source
D = distance from equipment to property line
N = vibration attenuation rate through ground

According to Chapter 12 of the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment manual (2006), an "n" value of 1.5 is recommended to calculate vibration propagation through typical soil conditions.

The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment document (FTA 2006). The FTA guidelines include thresholds for construction vibration impacts for various structural categories as shown in Table 13.

Table 13: Federal Transit Administration Construction Vibration Impact Criteria

Building Category	PPV (in/sec)	Approximate VdB
I. Reinforced—Concrete, Steel or Timber (no plaster)	0.5	102
II. Engineered Concrete and Masonry (no plaster)	0.3	98
III. Non Engineer Timber and Masonry Buildings	0.2	94
IV. Buildings Extremely Susceptible to Vibration Damage	0.12	90
Note: VdB=Velocity in Decibels Source: FTA, 2006.		

Of the variety of equipment used during construction, the vibratory rollers that are anticipated to be used in the site preparation phase of construction would produce the greatest groundborne vibration levels. Impact equipment such as pile drivers is not expected to be used during construction of this project. Large vibratory rollers produce groundborne vibration levels ranging up to 0.210 inch per second (in/sec) PPV at 25 feet from the operating equipment.

Typical Project construction activities, such as the use of jackhammers, other high-powered or vibratory tools, and tracked equipment, may also generate substantial vibration in the immediate vicinity, typically within 15 feet of the equipment. However, typical construction activities would be restricted to daytime hours with the least potential to affect nearby properties. At the closest sensitive receptor located approximately 85 feet west of the Project site, typical vibration levels would not exceed 80 VdB, which is the FTA threshold for residences and buildings where people normally sleep. In addition, construction related vibration levels would attenuate to below 0.033 PPV as measured at the nearest off-site structure. This is well below the FTA's threshold for even the most sensitive structures (see Table 10). Therefore, Project-related groundborne vibration during construction would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact. The ongoing operation of the proposed Project may result in a potential substantial permanent increase in ambient noise levels in the Project vicinity above existing levels without the proposed Project. Potential noise impacts associated with the operations of the proposed Project would primarily be from Project-generated vehicular traffic on the Project vicinity roadways.

The Traffic Impact Analysis, prepared by Wood Rogers, Inc. found that development of the proposed Project would generate 895 new daily trips, with a total of 69 AM peak-hour trips and 90 PM peak-hour trips. A project area with existing noise levels between 65 dBA and 74 dBA L_{eq} would have a significant impact if the noise exposure increased by 1.0 dBA L_{eq} or greater. This threshold is used because the maximum noise measurement from the Project's site visit was 67.0 dBA L_{eq}. For all three sensitive receptors, the predicted noise level increase from Project-related traffic is 0.5 dBA L_{eq} (1-hour), which does not exceed the applicable significance threshold of 1.0 dBA L_{eq}. This modeled noise level increase represents the potential Project impacts along the busiest nearby roadway (Southside Road). The locations of these modeled noise level increases also capture the potential Project-related operational noise impacts at the nearest sensitive receptors. In addition, cumulative future noise levels, including the cumulative future scenario with the proposed Project, were modeled. TNM predicted peak cumulative noise without the Project to be 63.8 dBA, 63.8 dBA, and 62.7 dBA L_{eq} (1-hour) for sensitive receptors 1, 2, and 3, respectively. The model predicted peak cumulative noise with the Project to be 64.3 dBA, 64.3 dBA, and 63.2 dBA L_{eq} (1-hour) for sensitive receptors 1, 2, and 3, respectively. For all three sensitive receptors, the predicted cumulative noise level increase from Project-related traffic was also 0.5 dBA L_{eq} (1-hour), which is still less than the significance threshold of 1.0 dBA L_{eq}. Moreover, the noise level for both existing and cumulative conditions with the Project would remain below the County threshold of 65 dBA exterior threshold for residences. Because the exterior-to-interior reduction of newer residential units is generally 30 dBA or more (USDOT FTA 2006), the noise level for both existing and cumulative conditions with the Project would remain below the County interior noise threshold of 45 dBA for residences. Therefore, the proposed Project would not result in a substantial permanent increase in ambient noise levels from project-related vehicular traffic. Impacts would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than significant impact with mitigation incorporated. As addressed in Impact 12a), Project-related construction activities could result in high intermittent noise levels at the closest noise sensitive land uses surrounding the Project site.

The nearest sensitive receptor is an existing single-family residence located approximately 85 feet from the western boundary of the Project site, across Southside Road. This residence would be exposed to a peak construction noise level of approximately 81 dBA L_{max} during grading operations, which would last for approximately 5 weeks. Noise levels during other phases of construction would range from 75 dBA to 78 dBA L_{max}, with the exception of the architectural coating phase, when noise levels would be substantially lower.

For purposes of this analysis, the construction noise levels exceeding 55 dBA L_{eq} and increasing the "without project" ambient noise level by 5 dBA L_{eq} or more at a noise-sensitive land use would be considered a significant impact. As discussed above, the nearest sensitive receptor, located approximately 85 feet from the Project site, is exposed to an existing ambient noise level of 67 dBA L_{eq}. Therefore, during project construction this receptor would be exposed to a peak noise level of 14 dBA above the existing ambient noise level.

As a result, MMs NOI-1a, through NOI-1e would be required to reduce construction noise below the identified construction noise threshold. The construction noise attenuation BMPs described in NOI-1a would reduce the noise levels associated with construction of the Project to the maximum extent feasible. Specifically, a temporary noise barrier rated to Sound Transmission Class (STC) 30 (as required on the western boundary of the Project site along Southside Road by MM NOI-1a is typically assumed to provide an insertion loss of up to 10 dBA. The remaining construction noise attenuation BMPs would further reduce temporary construction noise in the vicinity of the Project site. As such, with the implementation of the proposed mitigation measures, impacts from a temporary or periodic increase in ambient noise levels would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The closest public airport is the City of Hollister Municipal Airport, located approximately 4.4 miles north of the Project site. Since the Project is not located within the vicinity of a public airport, the Project would have no impact associated with airport-related excessive noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact. The closest public airport is the Christensen Ranch Airport, located approximately 4.5 miles northeast of the Project site. Since the Project is not located within the vicinity of a private

airstrip, the Project would have no impact associated with private airstrip-related excessive noise levels.

Mitigation Measures

MM NOI-1a Construction Noise Attenuation Best Management Practices (BMPs). For all construction activity at the Project site, noise attenuation BMPs shall be employed to ensure that noise levels are maintained within levels allowed under Section 19.39.051 of the San Benito County Code. Such techniques shall include:

- Install a temporary noise barrier on the western boundary of the Project site along Southside Road during construction. Temporary noise barriers should be made of noise-resistant material sufficient to achieve a Sound Transmission Class (STC) rating of STC 30 or greater, based on sound transmission loss data taken according to ASTM Test Method E90. To be effective, the barrier must be long and tall enough to completely block the line-of-sight between the noise source and the receptors. Any gaps between adjacent panels must be filled-in to avoid having noise penetrate directly through the barrier.
- Equip mobile or fixed "package" equipment (e.g., arc welders, air compressors) with shrouds, sound blankets, and noise-control features that are readily available for that type of equipment.
- All diesel equipment shall be operated with closed engine doors and shall be equipped with mufflers and air-inlet silencers, where appropriate, that meet or exceed original factory specification.
- For stationary equipment, the applicant shall designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding shall be installed prior to construction and remain in the designated location throughout construction activities.
- Electrical power shall be used to power air compressors and similar power tools.
- Construction vehicles and equipment shall be left idling for no longer than 5 minutes when not in use.

MM NOI-1b **Construction Activity Timing.** Except for emergency repair of public service utilities, or where an exception is issued by the County Planning & Building Department, no operation of tools or equipment used in construction, drilling, repair, alteration, or demolition work shall occur daily between the hours of 7:00 p.m. and 7:00 a.m., or any time on Sundays, holidays, or after sunset.

The movement of construction-related vehicles, with the exception of passenger vehicles, along roadways adjacent to sensitive receptors shall be limited to the hours between 7:00 a.m. and 7:00 p.m., Monday through Saturday. No movement of heavy equipment shall occur on Sundays, holidays, or after sunset.

MM NOI-1c Implementation of the following multi-part mitigation measure is required to reduce potential construction period noise impacts:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
- At all times during project grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from adjacent residences.
- The construction contractor shall ensure that the construction staging areas shall be located to create the greatest feasible distance between the staging area and noise-sensitive receptors nearest the Project site.

NOI-1(d) **Construction Vehicle Travel Route**. All construction traffic to and from the Project site shall be routed via designated truck routes where feasible. All construction related heavy truck traffic in residential areas shall be prohibited where feasible. Construction vehicles and haul trucks must utilize roadways that avoid residential neighborhoods and sensitive receptors where possible. The applicant shall submit a proposed construction vehicle and hauling route for County Planning & Building Department review and approval prior to grading/building permit issuance. The approved construction vehicle and hauling route shall be used for the duration of project construction.

NOI-1(e) **Neighboring Property Owner Notification and Construction Noise Complaints**. The contractor shall inform residents and business operators at properties within 240 feet of the Project site of proposed construction timelines and noise complaint procedures to minimize potential annoyance related to construction noise. Proof of mailing the notices shall be provided to the County Planning & Building Department before the County issues grading or building permits. Signs shall be in place before beginning of and throughout grading and construction activities. Noise-related complaints shall be directed to the County Planning & Building Department.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
13. Population and Housing *Would the project:*				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Evaluation

Setting

The most recent census for the County of San Benito was in 2015, with an estimated 58,792[35] residents living in the County. The 2009 to 2013 5-year average total amount of housing units was 17,930 homes in the County. The 2035 General Plan EIR notes that employment for 2010 in unincorporated areas of the County was approximately 4,530 jobs.

The 2035 General Plan EIR notes that there will be an increase at an estimated 6.44 percentage per year, and an estimated 94,731 total residents living in the County between 2010 and 2035. Concerning employment, a large number of San Benito County residents commute to other counties for work. Employment in the unincorporated areas of the County are projected to increase approximately 10 percent per year to an estimated 12,030 and 13,130 total jobs between 2010 and 2035. It is anticipated that there will be approximately 14,844 dwelling units located in unincorporated areas of the County, and 5,425 located within the City of Hollister's sphere of influence, for a total of 20,269 homes. The City of San Juan Bautista's SOI is not anticipated to accommodate any projected population growth. There is an estimated ratio of 2.85 persons per household in the unincorporated county, reflecting the past 50 years of declining persons per dwelling with a 2-percent decline from the 2010 ratio of persons per dwelling

The County of San Benito anticipates in the 2035 General Plan EIR that it would provide 182 new residential units for very low-income households, 282 residential units for low-income households, 331 new residential units for moderate income households, and 678 new residential units for above moderate households for a total of 1,655 new residential units located in the unincorporated County

[35] United States Census Bureau Website: http://www.census.gov/quickfacts/table/PST045215/06069. Accessed August 12, 2016.

by the year 2035. Various General Plan goals and policies and the County Code reflect the County's planning vision to accommodate the future growth projections.

The County includes in the 2035 General Plan EIR that it is subject to California Relocation Law, California Code, Title 1, Division 7, Chapter 16, Section 7260, et seq., which requires the fair and equitable treatment of persons displaced as a direct result of programs or projects undertaken by a public entity. Section 21.03.003 of the San Benito County Code of Ordinances notes provisions to satisfy the County's Regional Housing Needs Allocation (RHNA) as adopted by the San Benito County Council of Governments (COG).

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant impact. As noted above, the proposed Project will add 240 residents, based on a factor of 2.85 residents per unit, with such growth already being contemplated by the County as reflected in its General Plan. (This factor exceeds the General Plan's factor of 2.7 person per household slightly, and is used to be consistent with the Air Quality analysis.) This increase represents only two thousandths of a percent of the projected population growth for 2035. As such, the population increase resulting from the Project would not constitute substantial unplanned growth. Impacts would be less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Less than significant impact. As noted in the Project description, existing structures on the site including two single-family homes and associated outbuildings, including a barn, corrals, and woodsheds will be demolished, and replaced with a subdivision of 84 single-family homes. While the few current residents of the site would be required to relocate, it is anticipated that they would be able to find alternative housing within the local area. The County of San Benito plans to add 1,655 new housing units in unincorporated areas over the next 25 years and has policies and programs in place to ensure that housing is available to residents of all economic and demographic groups. This Project equates to approximately 5 percent of the total expected homes to be built in unincorporated areas of the County. As such, there would not be any displacement of substantial numbers of existing housing and impacts would be less than significant.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Less than significant impact. As noted in the project description, existing structures on the site including two single-family homes and associated outbuildings, including a barn, corrals, and woodsheds will be demolished, and replaced with subdivision of 84 single-family homes. While the few current residents of the site would be required to relocate, it is anticipated that they would be able to find alternative housing within the local area. The County of San Benito plans to add 1,655

new housing units in unincorporated areas over the next 25 years and has policies and programs in place to ensure that housing is available to residents of all economic and demographic groups. This equates to approximately 5 percent of the total expected homes to be built in unincorporated areas of the County. As such, there would not be any displacement of substantial numbers of existing housing and impacts would be less than significant.

Mitigation Measures

None.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
14. Public Services *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Environmental Evaluation

Setting

The San Benito Fire Department provides fire protection in a 1,400-square-mile service area of the unincorporated areas not designated as wildlands. Other agencies provide fire protection services as well, including; Aromas Tri-County Fire Department; San Juan Bautista Volunteer Fire Department; Hollister Fire Department, and CAL FIRE. The County does not have its own fire station, but rather operates out of the CAL FIRE Hollister Station at 1979 Fairview Road, located approximately 3.1 miles from the Project site. The County staffs the station with Company 93, consisting of one CAL FIRE Battalion Chief (contracted to the County as the Fire Department's Chief), three Fire Apparatus Engineers, one Fire Captain/Fire Marshal, two firefighters, and approximately 25 paid-call firefighters[36]. The County owns its own fire equipment, which includes a water tender, Type III engine, three Type I engines, and two utility pick-up trucks. The County's 2035 General Plan RDEIR notes that the County Fire Department's response times are below the industry standard (15 minutes for first responders), which is due to insufficient staffing and equipment, but because other responders provide aid, the County is able to provide adequate services consistent with appropriate response time goals. Pursuant to the San Benito County Code Ordinance 639, the Project Applicant would be required to pay applicable fire protection impact fees. The proposed project is located in District 2, which currently has one (1) Type-1 fire engine with three (3) firefighters. The current and expected increase in population has been assessed and the Hollister Fire Department has determined that an additional Type-3 fire engine with three (3) firefighters is required to respond in District 2. District 2 services over 75% of San Benito County, an area of 1,042 square miles.

Emergency medical services in San Benito County are coordinated by the County Emergency Services Department. San Benito County contracts with a private company called American Medical

[36] County of San Benito General Plan 2035 Website: http://cosb.us/wp-content/uploads/Adopted-2035-GPU.pdf. Accessed August 10, 2016.

Response (AMR) for emergency medical services. AMR has two locations (City of San Juan Bautista and City of Hollister) that would serve the proposed project.

The San Benito County Sheriff's Department coverage area encompasses the entire unincorporated areas of the County. The San Benito County Sheriff's Department has a station in 451 4th Street in Hollister and a substation at 100 Nyland Drive in San Juan Bautista, located approximately 3.3 and 9.6 miles from the Project site, respectively. The General Plan RDEIR notes that there are 16 units and divisions in the San Benito County Sheriff's Department, and has 21 sworn deputy allocations whom serve the unincorporated areas of the County, which does not include sworn officers for incorporated cities. This represents 2013 staffing levels of 1.1 officers per 1,000 residents for an unincorporated population of approximately 18,427. The 2015 response time to calls for service are listed in Table 14. Calls for service are priority based on the initial information received by the call taker at the 9-1-1 communications, with Priority 1 calls being handled first, and Priority 4 calls handled after all other calls have been cleared.[37]

Table 14: San Benito County Sheriff's Department 2015 Response Time Priorities

Emergency Type	Definition	Average Response Times
Priority 1	Immediate threat to safety or in progress felonies	13 Minutes, 16 Seconds
Priority 2	In progress threat to property or non-violent crime	16 Minutes, 26 Seconds
Priority 3	Misdemeanor calls for service	19 Minutes, 18 Seconds
Priority 4	All other calls for service	27 Minutes, 29 Seconds
Source: San Benito County Sheriff 2015 Annual Report. Website: http://sbso.us/administration. Accessed August 10, 2016.		

The County of San Benito includes 11 public school districts that currently operate 17 elementary schools, two middle schools, two high schools, and one community college. The County also operates a Juvenile Hall/Community school and the San Benito County Opportunity School. The Project site is located within Southside School District's area of service. The nearest schools to the Project site are the Pinnacles Community School[38] operated by the San Benito County Office of Education, and Southside Elementary School, located adjacent to and approximately 1.9 miles from the Project site, respectively. In accordance with Policy PFS-10.1 as outlined in the County's General Plan, the County shall coordinate with local school districts, other public and private education providers, and libraries to ensure that quality education and education resources are available for residents of all ages. Southside Elementary School is located at 4991 Southside Road. Students in grades kindergarten through eighth grade would attend this school. Southside Elementary School has a current enrollment of approximately 241 students. San Benito High School is in a separate school district. It would accommodate students generated by the proposed Project, and it is located

[37] San Benito County Sheriff 2015 Annual Report Website: http://sbso.us/administration. Accessed August 10, 2016.
[38] Pinnacles Community School Accountability Report Card Website: http://www.sbcoe.k12.ca.us/files/user/26/file/2015%20SARC_(CDE)_Pinnacles_Community_School.pdf. Accessed August 10, 2016.

at 1220 Monterey Street, in Hollister, approximately 2 miles northwest of the project site. The current enrollment at San Benito High School is approximately 2,935 students. The capacity of San Benito High School is 2,835 students (100 below current enrollment) (Roseanne Lascano, Director Finance and Operation, San Benito High School District, in a letter on the Bluffs EIR, October 2016).

The San Benito High School 2015 Facilities Master Plan accounts for future student population growth and the need for school upgrades. This Plan aims to develop the central part of the campus around a new student quad adjacent to the closed section of Nash Road. In addition, the library would be relocated to the corner of Nash Road and West Street and the existing Agriculture and Shop Building (which is housing ASB under the Measure G Master Plan) would be transformed into a new Student Union. Spaces vacated by the above relocation would be converted into classrooms. Currently, Measure G created funding for school upgrades such as new air conditioning, wrestling and weight rooms, and tennis courts. In addition, new construction of the Career Technical Education building and Visual and Performing Arts building are continuing. Spaces vacated by the above relocation would be converted into classrooms. This 10-year plan would essentially complete the unification of the campus. However, there is currently no funding for this plan

The San Benito High School 2015 Facilities Master Plan calls for further developing the central hub of the existing high school campus around a new student quad adjacent to the closed section of Nash Road. The library would be relocated to the corner of Nash Road and West Street, and the existing Agriculture and Shop Building (which is housing ASB under the Measure G Master Plan) would be transformed into a new Student Union.

The County provides and maintains approximately 144,416[39] acres of parkland and open space within several large and significant parklands that are owned and operated by federal or state governments. The National Park Service manages Pinnacles National State Park, whereas the Bureau of Land Management manages Clear Creek Recreation Area, and California State Parks manages the Hollister Hills State Recreational Vehicle Area, Fremont Peak State Park. According to the County's existing inventory, approximately 899 acres of existing County owned and operated parkland serve County residents and visitors. In addition, there are currently approximately 7,344 acres of State parks, and approximately 26,000 acres of federal parks also located within the County, although neither of these types of parkland count toward the County's local parkland standard (San Benito County 2010b).

The Quimby Act, codified in 1975 under California Government Code Section 66477, allows developers to mitigate loss of parkland and preserve open space through a series of policy provisions. This legislation was part of an effort to stem the increased rate of urbanization in California without consideration of appropriate open space, park and recreational facilities, and preserve open space, parks, and recreation facilities for California's growing communities. The County of San Benito adopted a Park and Recreation Land and Fees Ordinance, enumerated in Chapter 5 Article IV, Ordinance 542 of the San Benito County Code of Ordinances. In addition, General Plan policies NCR-3.1 through NCR-3.12 demonstrate the County's strategy for achieving

[39] County of San Benito General Plan 2035. Website: http://cosb.us/wp-content/uploads/Adopted-2035-GPU.pdf. Accessed August 10, 2016.

their goal of developing and maintaining a comprehensive system of parks and recreation areas. Also, the San Benito County Bikeway Master Plan contains objectives and goals that outline how the County plans to expand and improve bike and pedestrian facilities. Through ordinance, the Project Applicant would be required to dedicate parkland or pay an in-lieu fee, or both, for park or recreational purposes.

San Benito County Contains one public library called the San Benito County Free Library, located at 740 5th Street in Hollister, and is located approximately 3.2 miles north of the proposed Project site. The library provides services to both the City of Hollister, and the County as a whole.[40] The facility also operates Bookmobile, bringing library services to other communities in the County.[41]

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

a) Fire protection?

Less than significant impact. As noted in the settings section, the nearest fire station is located approximately 3.1 miles from the Project site. The County's General Plan discusses that County policies recommend maintaining a response time of 5 minutes for first-response fire engines in local responsibility areas, and a response time of 15 minutes for first-response fire engines in state responsibility areas. While an increase in call volumes from the Project is anticipated and would require a relatively nominal increase in resources to meet the demand and maintain the standard level of service, such additional fire, ambulance and emergency response personnel would be expected to be accommodated at an existing fire station, and as such, would not require additional or expanded facilities, as described below.

San Benito County contracts with the City of Hollister to receive fire protection services in unincorporated areas. Implementation of the proposed Project would not reduce the ability of Fire Station Number 2 to meet the response time goal of five minutes and to maintain the industry standard of ten to fifteen minutes for first responders. In addition, the Insurance Services Offices (ISO), which is a national rating for fire response times based on a scale of 1 (best) to 10 (worst), classifies the County 4 for urban areas and 5 for rural areas (Bluffs EIR), which means that the County has an average or moderate fire response time compared to other counties across the country.

As part of Project design, all road widths and circulation, as well as the placement of fire hydrants, fire flow considerations, and installation of automatic sprinkler systems, would be designed with the guidance of, and pursuant to the applicable standards of, the City of Hollister Fire Department in accordance with applicable requirements and other standards. Specifically, the proposed Project would comply with the following:

[40] County of San Benito General Plan 2035. Website: http://cosb.us/wp-content/uploads/Adopted-2035-GPU.pdf. Accessed August 10, 2016.

[41] County of San Benito General Plan Environmental Impact Report 2035. Website: http://www.sanbenitogpu.com/docs.html. Accessed August 9, 2016.

- All public and private roads would be all-weather surfaces with a minimum width of 18 feet, unobstructed by parking. Cul-de-sacs and turnouts would be designed to Fire Department standards. For private roads, there would be ongoing and legally binding provisions to maintain the roads to Fire Department approval.
- Structure numbers and street signs would be lighted to County standards so that emergency vehicles including police and ambulances can locate residences in the event of any emergency.
- All fire hydrants would be installed in accordance with Fire Department requirements.
- The Project's water system would be designed to maintain minimum fire flow requirements in place at the time of construction.

The existing service population for both the City of Hollister Fire Department and AMR in San Benito County includes the incorporated and unincorporated county population, a total of 56,648 people (DOF 2016a). The proposed Project would generate approximately 240 people, which is less than 1 percent of the existing service population.

Thus, the Project would not cause significant environmental impacts related to construction of new or expanded police protection facilities, and Project implementation would have less than significant impacts on fire protection and emergency response/ambulance services.

b) Police protection?

Less than significant impact. As noted in the settings section, the nearest police station is located approximately 3.3 miles from the Project site. The County's General Plan does not specify an emergency response time, but rather responds on a priority basis. The Project Applicant would be required to pay the applicable public facility fees, pursuant to the County's applicable fee schedule.

Construction of the proposed project would result in 84 new single-family homes, which would generate 2.85 new residents per unit, or approximately 240 new residents, as discussed in the Population and Housing section. While California law enforcement does not have standardized service ratios, a decrease in the Sheriff Department's existing service ratio or an increase in response time that would result in a need to construct new or expand existing facilities in order to maintain the existing service levels would result in a significant impact to police services. According to the County Sheriff in a comment regarding the Bluffs EIR, the increase in service population generated by the proposed Project would not increase the current average response time to the Project site and to the rest of the County (approximately 10 to 28 minutes), which is considered acceptable and consistent with applicable performance standards. Based on this existing service, County Sheriff Department staff has indicated that implementation of the proposed Project would not require additional police facilities, as service levels could be maintained via more staffing or other operational changes that would not physically impact the environment.

Thus, the Project would not cause significant environmental impacts related to construction of new or expanded police protection facilities, and Project implementation would have less than significant impacts on police protection.

c) Schools?

Less than significant impact. The Project does not propose new or physically altered school facilities.

As described above, the proposed Project would be located in the Southside School District and the San Benito High School District. The districts utilize a student generation factor of 0.5 per single-family detached unit for grades K-12, with 0.375 students per unit generated for grades K-8 and 0.125 students per unit generated for grades 9-12. Table 15 describes the projected student generation at these two schools due to Project implementation and Table 16 compares the existing enrollment and capacity to the projected enrollment and capacity under the proposed Project.

As shown in Table 15, based on Southside Elementary School and San Benito High School generation factors, approximately 32 K-8 students and approximately 11 high school students would be generated from this project. As shown in Table 15, San Benito High School is currently over capacity, and the Project would exacerbate this existing deficiency. The high school may need new or physically altered facilities to accommodate these and other students at the High School. These facilities are outlined in the District's 2015 Facilities Master Plan. This Project, as well as any additional amount of future development, would contribute to the need for additional facilities and impose those costs on the High School District.

Although one of the schools serving the Project site (San Benito High School) is currently over capacity, an existing deficiency that would be exacerbated by the Project, the Project Applicant would be required to pay applicable school impact fees pursuant to Section 65995 (3)(h) of the California Government Code, which are considered the exclusive means of mitigating impacts to school facilities pursuant to state law. Thus, Project implementation would have less than significant impacts on schools.

Table 15: Project Student Generation Totals

School Range	Student Generation Rate	Students Generated
K–8	0.375	31.5
9–12	0.125	10.5
Total:	—	42

Table 16: School Capacity and Project Impacts

School	Current Capacity	2016 Fall Enrollment	Current Excess Capacity	Project Generation	Post-Project Remaining Capacity
Southside Elementary	290	241	49	31.5	17.5
San Benito High School	2,835	2,935	(100)	10.5	(-111.5)

d) Parks?

Less than significant impact. The Project does not propose new or physically altered park facilities. As noted in the Population and Housing section of this document, the population would increase by approximately 240 residents, which is less than a 0.003 percent increase from the 2015 population of 58,792 persons.

The County requires that new development provide parkland at the rate of five acres per 1,000 residents (San Benito County 2010b) or pay an in-lieu fee. Based on the estimated population of 2.85 people per household, the proposed Project would generate approximately 240 residents. Per the County Code, final acreage calculations and fee amounts are determined at the final map stage.

Pursuant to the San Benito County Code of Ordinances, section 23.15.008, Parkland Dedication Requirements, the on-site retention basin would not qualify as dedicated parkland. The project applicant would therefore be required to pay an in-lieu fee equivalent to 1.26 acres of parkland. As noted in Section 4.12.1(a), Regional and Project Site Setting (Parks and Recreation Facilities), the County currently exceeds the target ratio of five acres of parkland per 1,000 residents. The in-lieu fee would help with maintenance and operation of existing, off-site county parks. Thus, the Project would neither generate any significant demand that would cause the County to exceed the target ratio, nor cause substantial physical deterioration to existing parks. Accordingly, the Project's impacts in this regard would be less than significant.

Thus, Project implementation would have less than significant impacts on parks.

e) Other public facilities?

Less than significant impact. As mentioned in the Setting section, the nearest library to the proposed Project site is located approximately 3.2 miles to the north. An increase in population could place greater demands on existing library resources and programs. However, the County's library facilities are designed to accommodate use associated with buildout of the County's General Plan. In total, this would include approximately 26,063 additional residents, 7,187 additional housing units, and approximately additional 3,346 employees by the year 2035.[42] The proposed Project's population would represent approximately 0.9% of anticipated population growth. As noted in the Population and Housing section of this document, the population of the proposed project would contribute approximately 240 residents, which is less than a 0.3 percent increase from the 2015 population of 58,792 persons. Thus, Project implementation would have less than significant impacts on public facilities, such as libraries.

Mitigation Measures

None.

[42] County of San Benito. 2015. Sunnyside Estates Project EIR.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
15. Recreation				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Evaluation

Setting

The County contains approximately 144,416[43] acres of total parkland and open space within several large and significant parklands that are owned and operated by federal or state governments. The National Park Service manages Pinnacles National Park, whereas the Bureau of Land Management manages Clear Creek Recreation Area, and California State Parks manages the Hollister Hills State Recreational Vehicle Area, Fremont Peak State Park. Currently, approximately 899 acres of existing County owned and operated parkland serve County residents and visitors[44].

Acreage goals in the County's 2035 General Plan have a minimum parkland standard of 5 acres of parks for every 1,000 residents. With an estimated 58,792 residents in 2015,[45] this would equate to approximately 118 acres of county parkland need for residents currently living in the County. The General Plan EIR forecasts that population within the County could increase to 94,731 residents by 2035, and would only need 474 acres of parkland to meet the goals for recreational facilities.[46] The County also provides approximately 10 miles of bikeways, with plans to increase this to 95 miles. The County also contains public and private golf courses, private recreational facilities, the San Benito County Fairgrounds, and museums. The County of San Benito adopted a Park Fees Ordinance 542. Through this ordinance, the Project Applicant would be required to dedicate parkland or pay an in-lieu fee, or both, for park or recreational purposes. The County's General plan notes that the closest parks to the Project site are Oak Creek Park, located approximately 1.4 miles west, and Fowler Creek Park located approximately 1.18 miles to the west of the Project site.

[43] County of San Benito General Plan 2035. Website: http://cosb.us/wp-content/uploads/Adopted-2035-GPU.pdf. Accessed August 10, 2016.
[44] County of San Benito General Plan Revised Draft Environmental Impact Report. Website: http://cosb.us/county-departments/building-planning/planning-land-use-division/general-plan/2035gpback-mat-and-doc/#.V64l800rKCg. Accessed August 12, 2016.
[45] United States Census Bureau. Website: http://www.census.gov/quickfacts/table/PST045215/06069. Accessed August 12, 2016.
[46] The County has an adopted Parks and Recreation Facilities Master Plan (2010). In addition, the County has adopted a Bikeway and Pedestrian Master Plan (adopted 2009).

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less than significant impact. The Project Applicant's proposal to develop an 84-lot single-family residential development on the Project site could increase the demand for park facilities in the area as the Project would generate a nominal population increase. As mentioned in the recreation setting, the County currently exceeds its minimum goal of 5 acres per residents. In addition, the in-lieu fee would help with maintenance and operation of existing, off-site county parks, further ensuring that substantial physical deterioration of said facilities would not occur as a result of the Project.[47] Thus, the Project would neither generate any significant demand such that would cause the County to exceed the target ratio, nor cause substantial physical deterioration to existing recreational facilities. Therefore, the Project impacts in this regard would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less than significant impact. The proposed Project does not include recreational facilities, and thus no physical environmental impacts associated with the construction of any such facilities would occur. Therefore, impacts associated with the need for newly constructed or expanded public community facilities would be less than significant.

Mitigation Measures

None.

[47] San Benito County Planning & Building Inspection Services Building Impact Fee Summary Website: http://www.cosb.us/wp-content/uploads/IMPACT_FEE_SUMMARY-5-26-2015-FORM1.pdf Accessed August 12, 2016

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
16. Transportation/Traffic *Would the project:*				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Environmental Evaluation

San Benito County is served by an extensive roadway network of freeways, arterials, collectors, and local roads that provide access to the surrounding counties and to local destinations. The County maintains level of service standards that define the minimum acceptable operating characteristics for intersections and streets. Level of service (LOS) is a standard measure of traffic service along a roadway or at an intersection. It ranges from A to F, where LOS A is best and LOS F is worst.

General Plan Transportation Policy

The County maintains a target goal of LOS D at all locations. If a transportation facility is already operating at an LOS D or E, the existing LOS should be maintained. General Plan Policy C-1.5 allows

the County to assess fees on all new development to ensure new development pays its fair share of costs for new and expanded transportation facilities. Pursuant to this policy, the County requires payment of Transportation Impact Mitigation Fees (TIMF) from new development to fund that development project's fair share of new transportation infrastructure projects if these are included in a capital improvement program and/or the TIMF Program.

Caltrans Transportation Policy

The California Department of Transportation (Caltrans) establishes LOS goals through its Guide for the Preparation of Traffic Impact Studies. The guide states that Caltrans shall maintain a target LOS at the transition between LOS "C" and LOS "D" on state highway facilities

Roadway System

Roadways that currently provide primary transportation circulation within the immediate vicinity of the proposed Project site are as follows:

- **Airline Highway (SR-25)—**a two-lane north-south highway that begins at Tres Pinos Road/Sunnyslope Road in Hollister and extends south to SR-198 near King City. Airline Highway (SR-25) runs parallel to US 101 through San Benito County and provides access to US 101 via SR-146 and SR-198. SR-25 through San Benito County is a California Legal Advisory Truck Route.
- **Southside Road**—a two-lane north-south arterial roadway that extends between Tres Pinos and southern Hollister. Southside Road forms a signal-controlled intersection with Union Road within the Project vicinity.
- **San Benito Street**—a north-south two-lane arterial roadway and is one of several main north-south routes through the City of Hollister. San Benito Street forms a signal-controlled intersection with Union Road within the Project vicinity.
- **Union Road**—a two-lane east-west arterial roadway in southern Hollister that begins at SR-156 and extends to Calistoga Drive, just beyond Airline Highway (SR-25).
- **Enterprise Road—**a two-lane east-west local roadway that extends between Southside Road and Mimosa Street south of Hollister. Enterprise Road provides a connection between Southside Road and Airline Highway (SR-25), where it forms a two-way stop controlled intersection.
- **Hospital Road—**a two-lane local roadway that runs along the northern edge of the existing residential subdivision southwest of the proposed Project site. It begins at Southside Road and dead-ends just past the existing residential development commonly known as _____. Another short segment of Hospital Road exists to the west and becomes Cienega Road further west.

Southside Road provides striped Class II bike lanes on the right and left sides of the roadway. There are no sidewalks or space for parking. Union Road between San Benito Street and Airline Highway is a two-lane road with striping and a 0.5 foot paved shoulder on both north and south sides. There

are no pedestrian or bike lanes in this segment. East of Airline Highway, Union Road changes to a three-lane roadway with striping, Class II bike lanes, and sidewalks on both north and south sides.

The City of Hollister is served by San Benito County Express bus service, operated by the San Benito Council of Governments. The nearest transit stop to the Project site is located at the Target shopping center on the corner of the Sunset Drive/Hillock Drive intersection, which is approximately 1 mile north of the Project site.

Regional Access to/from the Project site via the State Highway system as follows:

- To the Central Valley and other locations northeast of Hollister via SR-156 through Pacheco Pass.
- To Gilroy and the San Jose/South Bay Area region northwest of Hollister via SR-25 and US 101.
- To the Salinas/Monterey Bay area to the southwest via SR-156.
- To the Upper San Benito River area (sparsely populated) via SR-25.

Local Access to/from the Project site would be provided via a proposed Project driveway on Southside Road. Southside Road would be widened along the frontage. Traffic on Southside Road can access the regional highway system via local roads, mainly Union Road and Enterprise Road.

- **Southside Road/Hospital Road Driveway**—A full-access driveway is planned to extend east from Southside Road and form the east leg of the existing Southside Road/Hospital Road intersection. The driveway would provide access to the planned Project site's internal streets. The driveway would likely be single lane in, single lane out and two-way stop-controlled, with Southside Road traffic having the right-of-way.

EVA is provided via a proposed driveway extending east from Southside Road north of the Project Access Driveway, approximately 450 feet south of the Southside Road/Enterprise Road intersection.

The San Benito Council of Governments is the County's regional transportation planning agency and serves as the Congestion Management Agency (CMA) for the County. The Regional Transportation Plan identifies existing transportation conditions and plans for a new framework to solve present and future regionwide transportation issues. Key segments of the Regional Transportation Plan include Airline Highway (SR-25), Union Road, and Highway 101.[48]

There are three airports within San Benito County: two are owned by the City of Hollister, and one is privately owned. Hollister Municipal Airport is located approximately 5 miles north of the Project site, and Frazier Lake Airpark is located approximately 9.9 miles to the northwest. A privately owned airstrip, Christensen Ranch Airport, is located approximately 4.5 miles to the northeast.

Airport Comprehensive Land Use Plans (ACLUP) aim to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace.

[48] San Benito Council of Governments, On The Move: 2035, San Benito Regional Transportation Plan, page C-1

The Project site is not located within the Hollister Municipal Airport or the Frazier Lake Airpark safety zones given its relative distance from each of these facilities.

Potential traffic impacts associated with the Project were analyzed in a Traffic Impact Study (TIS) conducted by Wood Rodgers on October 2016, included as Appendix J.

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than significant impact with mitigation incorporated. Wood Rodgers, Inc. evaluated traffic conditions at six study intersections using methods documented in the Transportation Research Board Publication Highway Capacity Manual, Fourth Edition, 2010 (HCM 2010) and the California Manual on Uniform Traffic Control Devices (CA-MUTCD). The study intersections were selected in coordination with County staff. The boundaries of the study area were established to include any intersections and/or roadways that were projected to experience 50 or more trips per day to or from the proposed project. The County also included intersection with known traffic issues or significance and removed minor intersections where operational impacts were projected to be insignificant. CA-MUTCD provides uniform standards and specifications for all official traffic control devices in California. The study evaluated CA-MUTCD based Peak-Hour-Volume-based Warrant 3 (Rural Areas/70% Factor) as a representative type of warrant analysis. The six study intersections are as follows:

1. Union Road and San Benito Street (County facility)
2. Southside Road and Union Road (County facility)
3. Union Road and Airline Highway (SR-25) (Caltrans facility)
4. Southside Road and Enterprise Road (County facility)
5. Southside Road and Hospital Road (County facility)
6. Airline Highway (SR-25) and Enterprise Road (Caltrans facility)

The study assumes that Project impacts at signalized intersections to be significant when one of the following occurs:

- The addition of Project trips causes the intersection LOS to degrade from an acceptable LOS "D" or better under baseline ("No Project") conditions, to unacceptable LOS "E" or worse.
- An intersection is operating at an unacceptable LOS "E" or worse under baseline ("No Project") conditions and the addition of Project trips causes the average intersection delay to increase by four seconds or more.

Based on Caltrans target LOS "C," Project impacts at signalized Caltrans intersections would be unacceptable to Caltrans when one of the following occurs:

- The addition of Project trips causes the intersection LOS to degrade from an acceptable LOS "C" or better under baseline ("no project") conditions, to unacceptable LOS "D" or worse; or,
- An intersection is operating at an unacceptable LOS "D" or worse under baseline ("no project") conditions and the addition of Project trips causes the average intersection delay to increase by any amount.

Caltrans does not specifically identify project impacts at unsignalized intersections. For purposes of this analysis, the traffic impact study assumes Project impacts at unsignalized Caltrans intersections would be considered significant if the addition of Project traffic results in both of the following:

- The intersection operates at an unacceptable level of service (LOS "D" or worse); and,
- CA-MUTCD based Peak-Hour-Volume-based Warrant 3 (Rural Areas/70% Factor) is met.

Modeling Scenarios

The traffic study modeled traffic conditions in the vicinity of the Project under the following scenarios:

- Existing Setting—A description of the existing transportation circulation setting, including analysis of existing traffic operations at critical study area transportation facilities.
- Existing plus Project condition—Analysis that superimposes proposed Project-generated traffic on top of existing traffic volumes.
- Background condition—Analysis of a near-term future condition that considers the development of other currently approved projects within the Project vicinity in accordance with various public agency planning documents while assuming the proposed Project site itself remains undeveloped.
- Background plus Project conditions—Analysis of a condition that superimposes the proposed Project-generated traffic on top of "Background" conditions.
- Cumulative Base condition—Analysis of a cumulative future condition that considers the development of other currently pending projects and long-term transportation improvement conditions within the Project vicinity (on top of Background" conditions) in accordance with various public agency planning documents while assuming the proposed Project site itself remains undeveloped.
- Cumulative plus Project condition—Analysis of a condition that superimposes the proposed Project-generated traffic on top of "Cumulative Base" conditions.

Project Vehicle Trip Generation

The proposed Project is characterized as single-family residential use. The "single-family detached housing" (Use Code 210) trip generation rate from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition were used to estimate Project generated trips. The daily trip rate per dwelling unit is 10.65. Table 17 and Table 18 summarizes the trip generation rates and volumes for the proposed Project.

Table 17: Project Trip Generation Rates

Land Use Category	Source	ITE Code	Rate Unit	Daily Trip Rate/Unit[1]	AM Peak-hour Rate/Unit			PM Peak-hour Rate/Unit		
					Total[1]	In%	Out%	Total	In%	Out%
Single-Family Detached Housing	ITE	210	DU	10.65	0.82	25%	75%	1.07	63%	37%

Note:
[1] The trips rates illustrated in this table are based on actual ITE Trip Generation (9th Edition) regression curve equations.

Table 18: Project Trip Generation Volumes

Land Use	Units	Quantity	Daily Trips	AM Peak-hour Trips			PM Peak-hour Trips		
				Total	In	Out	Total	In	Out
Single-Family Detached Housing	DU	84	895	69	17	52	90	57	33
Total			**895**	**69**	**17**	**52**	**90**	**57**	**33**

Note:
[1] The trips illustrated in this table are based on actual ITE Trip Generation (9th Edition) regression curve equations.

As illustrated in Table 18, the proposed Project is anticipated to generate a total of 895 daily trips, 69 AM peak-hour trips (17 inbound, 52 outbound), and 90 PM peak-hour trips (57 inbound, 33 outbound) under typical "annual average" traffic demand conditions. These trips would be considered "new" (or incremental) trips on the County's immediate local circulation system, including Southside Road and Union Road. Conservatively, this TIS considers no trip reduction for diverted-linked trips attracted from regional highways or other local arterial corridors.

Trip Distribution and Assignment

The proposed Project trip distribution and assignment patterns were estimated utilizing a review of existing and anticipated future traffic flows and travel patterns within the vicinity of the Project, distribution of local and regional residential population, and prior traffic studies prepared for the County. The following Project trip distribution was estimated for the proposed project:

- 20% to/from Union Road, west of San Benito Street
- 15% to/from San Benito Street
- 10% to/from Southside Road, north of Union Road
- 25% to/from Airline Highway (SR-25), north of Union Road
- 5% to/from Union Road, east of Airline Highway (SR-25)
- 10% to/from Airline Highway (SR-25), south of Enterprise Road
- 15% to/from Southside Road, south of Hospital Road

Existing Conditions

As shown in Table 19, under "Existing" conditions, the signalized Union Road/Airline Highway (SR-25) intersection is currently operating at AM peak-hour LOS "E" and PM peak-hour LOS "D" conditions. LOS "E" is below County's LOS "D" threshold and LOS "E" and LOS "D" are both below Caltrans's goal of LOS "C." All of the remaining study intersections are currently operating at acceptable County and Caltrans LOS standards during "Existing" AM and PM peak-hour conditions. California MUTCD based peak hour signal warrant-3 (Rural Areas/70% Factor) is not projected to be met at any of the study unsignalized intersections under "Existing" conditions.

Table 19: "Existing" Conditions Intersection Traffic Operations

	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
1	Union Rd/San Benito St	Signal	19.4	B	—	20.5	C	—
2	Southside Rd/Union Rd	Signal	20.1	C	—	19.2	B	—
3	Union Rd/Airline Hwy (SR-25)	Signal	**72.4**	**E**	—	42.4	D	—
4	Southside Rd/Enterprise Rd	TWSC	13.0	B	No	11.2	B	No
5	Southside Rd/Hospital Rd	TWSC	14.5	B	No	10.9	B	No
6	Airline Hwy (SR-25)/Enterprise Rd	TWSC	17.3	C	No	19.0	C	No

Notes:
For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. "Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.
[1] Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Rural Areas/70% Factor)

Existing Plus Project Conditions

As shown in Table 20, under "Existing plus Project" conditions, the signalized Union Road/Airline Highway (SR-25) intersection is projected to continue to operate at AM peak-hour LOS "E" conditions and PM peak-hour LOS "D" conditions. LOS "E" is below County's LOS "D" threshold (but the Project does not increase intersection delay by four seconds or more) and LOS "E" and LOS "D" are both below Caltrans goal of LOS "C." All of the remaining County study intersections are projected to operate at acceptable County and Caltrans LOS standards during "Existing plus Project" AM and PM peak-hour conditions. California MUTCD based peak hour signal warrant-3 (Rural Areas/70% Factor) is not projected to be met at any of the study unsignalized intersections under "Existing" conditions.

Table 20: "Existing plus Project" Conditions Intersection Traffic Operations

	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
1	Union Rd/San Benito St	Signal	19.4	B	—	20.4	C	—
2	Southside Rd/Union Rd	Signal	21.7	C	—	20.8	C	—
3	Union Rd/Airline Hwy (SR-25)	Signal	**73.1**	**E**	—	54.7	D	—
4	Southside Rd/Enterprise Rd	TWSC	14.1	B	No	12.0	B	No
5	Southside Rd/Hospital Rd	TWSC	16.3	C	No	12.3	B	No
6	Airline Hwy (SR-25)/Enterprise Rd	TWSC	17.3	C	No	19.5	C	No

Notes:
For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated.
"Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.
[1] Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Rural Areas/70% Factor)

Background Conditions

As shown in Table 21 the signalized Union Road/Airline Highway (SR-25) intersection is projected to operate at AM peak-hour LOS "F" and PM peak-hour LOS "E" conditions. LOS "F" and "E" are below County's LOS "D" threshold and below Caltrans's goal of LOS "C." All of the remaining County study intersections are projected to operate at acceptable County and Caltrans LOS standards during "Background" AM and PM peak-hour conditions. California MUTCD based peak hour signal warrant-3 (Rural Areas/70% Factor) is not projected to be met at any of the study area unsignalized intersections under "Background" conditions.

Table 21: "Background" Conditions Intersection Traffic Operations

	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
1	Union Rd/San Benito St	Signal	21.3	C	—	21.8	C	—
2	Southside Rd/Union Rd	Signal	21.0	C	—	18.8	B	—
3	Union Rd/Airline Hwy (SR-25)	Signal	**81.7**	**F**	—	**69.5**	**E**	—
4	Southside Rd/Enterprise Rd	TWSC	13.1	B	No	11.4	B	No
5	Southside Rd/Hospital Rd	TWSC	14.5	B	No	10.9	B	No
6	Airline Hwy (SR-25)/Enterprise Rd	TWSC	19.5	C	No	21.4	C	No

Notes:
For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated.
"Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.
[1] Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Rural Areas/70% Factor)

Background Plus Project Conditions

As shown in Table 22, the signalized Union Road/Airline Highway (SR-25) intersection is projected to continue to operate at AM peak-hour LOS "F" conditions and PM peak-hour LOS "E" conditions. LOS "F" and "E" are below County's LOS "D" threshold (but the Project does not increase intersection delay by four seconds or more) and are both below Caltrans goal of LOS "C." All of the remaining study intersections are projected to operate at acceptable County and Caltrans LOS standards during "Background plus Project" AM and PM peak-hour conditions. California MUTCD based peak hour signal warrant-3 (Rural Areas/70% Factor) is not projected to be met at unsignalized study intersections under "Background plus Project" peak hour conditions.

Table 22: "Background plus Project" Conditions Intersection Traffic Operations

Intersection		Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
1	Union Rd/San Benito St	Signal	21.4	C	—	21.9	C	—
2	Southside Rd/Union Rd	Signal	22.8	C	—	20.8	B	—
3	Union Rd/Airline Hwy (SR-25)	Signal	**82.2**	**F**	—	**73.2**	**E**	—
4	Southside Rd/Enterprise Rd	TWSC	14.2	B	No	12.2	B	No
5	Southside Rd/Hospital Rd	TWSC	17.8	C	No	12.3	B	No
6	Airline Hwy (SR-25)/Enterprise Rd	TWSC	19.6	C	No	22.0	C	No

Notes:
For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated.
"Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.
[1] Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Rural Areas/70% Factor)

Cumulative Base Conditions

As shown in Table 23, the two-way stop-controlled Airline Highway (SR-25)/Enterprise Road intersection is projected to operate at AM peak-hour LOS "D" and PM peak-hour LOS "E" conditions. LOS "E" is below County's LOS "D" threshold and LOS "D" and LOS "E" are both below Caltrans goal of LOS "C." The cumulative base condition description assumes that major transportation improvements in the area listed in the TIMF Nexus Study would be in place. All of the remaining study intersections are projected to operate at acceptable County and Caltrans LOS standards during "Cumulative Base" AM and PM peak-hour conditions. California MUTCD based peak hour signal warrant-3 (Rural Areas/70% Factor) is not projected to be met at any unsignalized intersections under "Cumulative Base" peak hour conditions.

Table 23: "Cumulative Base" Conditions Intersection Traffic Operations

	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
1	Union Rd/San Benito St	Signal	19.4	B	—	20.7	C	—
2	Southside Rd/Union Rd	Signal	20.9	C	—	20.0	B	—
3	Union Rd/Airline Hwy (SR-25)	Signal	31.1	C	—	33.9	C	—
4	Southside Rd/Enterprise Rd	TWSC	15.8	C	No	13.8	B	No
5	Southside Rd/Hospital Rd	TWSC	17.2	C	No	11.6	B	No
6	Airline Hwy (SR-25)/Enterprise Rd	TWSC	27.5	D	No	**40.8**	**E**	No

Notes:
For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated.
"Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.
[1] Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Rural Areas/70% Factor)

It is important to note that the Airline Highway (SR-25) and Union Road Widening is projected to be responsible for improvement to the Union Road/Airline Highway (SR-25) intersection LOS and delay from existing and background conditions.

Cumulative Plus Project Conditions

As shown in Table 24, the two-way stop-controlled Airline Highway (SR-25)/Enterprise Road intersection is projected to continue to operate at AM peak-hour LOS "D" and PM peak-hour LOS "E" conditions. LOS "E" is below County's LOS "D" threshold (but the Project does not increase worst-case stop-controlled approach delay by four seconds or more nor cause MUTCD signal warrant to be met) and LOS "D" and LOS "E" are both below Caltrans goal of LOS "C." All of the remaining study intersections are projected to operate at acceptable County and Caltrans LOS standards during "Cumulative plus Project" AM and PM peak-hour conditions. California MUTCD based peak hour signal warrant-3 (Rural Areas/70% Factor) is not projected to be met at any unsignalized intersections under "Cumulative plus Project" peak hour conditions.

Table 24: "Cumulative plus Project" Conditions Intersection Traffic Operations

	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
1	Union Rd/San Benito St	Signal	19.4	B	—	20.7	C	—
2	Southside Rd/Union Rd	Signal	22.3	C	—	21.2	C	—
3	Union Rd/Airline Hwy (SR-25)	Signal	32.6	C	—	34.2	C	—
4	Southside Rd/Enterprise Rd	TWSC	17.4	C	No	15.0	B	No

Table 24 (cont.): "Cumulative plus Project" Conditions Intersection Traffic Operations

	Intersection	Control Type	AM Peak Hour			PM Peak Hour		
			Delay (S/V)	LOS	Wrnt Met?[1]	Delay (S/V)	LOS	Wrnt Met?[1]
5	Southside Rd/Hospital Rd	TWSC	22.9	C	No	13.2	B	No
6	Airline Hwy (SR-25)/Enterprise Rd	TWSC	28.0	D	No	**42.3**	**E**	No

Notes:
For TWSC (Two-Way-Stop-Control) intersections, worst-case movement delay (in seconds/vehicle) are indicated. "Average" control delays (in seconds/vehicle) are indicated for AWSC (All-Way-Stop-Control) and Signal-Control intersections.
[1] Warrant = California MUTCD based Peak-hour-Volume Warrant #3 (Rural Areas/70% Factor)

Project Impacts and Mitigation

Existing Plus Project Conditions

Union Road/Airline Highway (SR-25) Intersection

Impact: This signalized intersection is projected to operate at "Existing" and "Existing plus Project" AM peak-hour LOS "E" and PM peak-hour LOS "D" conditions. Based on Caltrans's LOS policy goal, the minimum acceptable standard for this intersection is LOS "C." The County LOS threshold for this intersection is LOS "D."

This intersection is projected to operate at LOS "E/D" without the addition of Project trips, and the addition of Project trips is projected to increase the intersection's delay by less than four seconds. Therefore, the Project's incremental impacts at this intersection would be considered "less than significant" based on the County's CEQA threshold, but would fail to meet Caltrans's LOS policy goals. Therefore, Wood Rodgers Inc. recommends implementation of MM TRANS-1.

The Project's contribution towards the TIMF, in compliance with General Plan Policy C-1.5, would be used by the agency to fund the improvements to this intersection as described in MM Trans-1, below, and would be considered full mitigation for the Project's contribution to the impacts. With Project's payment of the County Traffic TIMF, impacts at this intersection are "less than significant" per County and Caltrans standards.

Background Plus Project Conditions

Union Road/Airline Highway (SR-25) Intersection

Impact: This signalized intersection is projected to operate at "Background" and "Background plus Project" AM peak-hour LOS "F" and PM peak-hour LOS "E" conditions. Based on Caltrans's LOS policy goal, the minimum acceptable standard for this intersection is LOS "C." The County LOS threshold for this intersection is LOS "D."

This intersection is projected to operate at LOS "F/E" without the addition of Project trips, and the addition of project trips is projected to increase the intersection's delay (but by less than four seconds). The Project's incremental impacts at this intersection are "less than significant" based on

the County's LOS CEQA threshold, but considered unacceptable based on Caltrans's LOS policy goals. Therefore, Wood Rodgers Inc. recommends implementation of MM TRANS-1 to reduce impacts to meet Caltrans standards.

The Project's contribution towards the TIMF, in compliance with General Plan Policy C-1.5, would be used by the County to fund the Project's fair share of these improvements. With Project's payment of the County Traffic TIMF, impacts at this intersection are "less than significant" per County and Caltrans policy.

Cumulative Plus Project Conditions

Airline Highway (SR-25)/Enterprise Road Intersection

Impact: This two-way stop-controlled intersection is projected to operate at "Cumulative Base" and "Cumulative plus Project" AM peak-hour LOS "D" and PM peak-hour LOS "E" conditions. Based on Caltrans's LOS policy goal, the minimum acceptable standard for this intersection is LOS "C." The County LOS threshold for this intersection is LOS "D."

This intersection is projected to operate at unacceptable LOS "D/E" without the addition of Project trips, and Project trips are neither projected to degrade LOS nor cause MUTCD signal warrant to be met at this intersection. Thus, the Project's incremental contribution to cumulative impacts at this intersection are considered less than significant based on the County's threshold and Caltrans LOS policy goals. Therefore, no mitigation is required.

It is important to note that this intersection is listed as "identified for intersection improvements and signalization" in the County TIMF. With intersection signalization, this intersection is projected to provide acceptable "Cumulative Base" and "Cumulative plus Project" AM and PM peak-hour LOS "B" operations.

Conclusion

Adoption of MM TRANS-1 would reduce impacts related to LOS to less than significant. The Project's contribution towards the TIMF, in compliance with General Plan Policy C-1.5, would reduce impacts to less than significant. The improvements identified under MM TRANS-1 would be done in compliance with the County's Complete Streets Guidebook. Overall, impacts would be less than significant with mitigation incorporated.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than significant impact with mitigation incorporated. The proposed Project would impact several key segments of the Regional Transportation Plan including Airline Highway (SR-25) and Union Road. However, adoption of MM TRANS-1 would reduce LOS traffic impacts by modifying the existing traffic signal to include a protected left-turn. The Project's payment of TIMF fees would be considered full mitigation for the Project's contribution to the impacts at this location. Therefore, with mitigation, the Project would not have a substantial adverse impact on the performance of the CMP network or otherwise conflict with the applicable CMP.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The Project would involve construction of 84 single-family dwelling units and related improvements near an established residential neighborhood within unincorporated San Benito County. As described above, the Project site is not located in an airport influence zone. As such, the Project would not affect air traffic patterns and there would be no associated impact.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than significant impact. The new Project roadway is proposed to be a full-access intersection that would extend east from the existing Southside Road/Hospital Road intersection. The Project roadway would be single lane in, single lane out, and egress stop-controlled, with Southside Road traffic having the right-of-way. Roadway widening of Southside Road along the frontage (east side of this roadway is proposed as part of the project as well). A maximum westbound queue length of less than one vehicle (or 50 feet) is projected with Project generated trips, which would not cause any spillback to the adjacent internal streets. The proposed Project roadway at Southside Road has a throat depth of approximately 100 feet, accommodating up to approximately four queued egress (westbound) vehicles without impacting traffic on the proposed Street "A" internal roadway. This Project roadway throat depth is therefore adequate for the Project trip generation. Compliance with the County's Street Design Complete Streets standards would reduce the potential for roadway hazards. Therefore, the Project's impacts in this regard would be less than significant.

e) Result in inadequate emergency access?

Less than significant impact. Emergency vehicles are planned to gain access to/from the Project site via the Project intersection with Southside Road/Hospital Road as well as the planned EVA on the northern terminus of Street "A." The proposed Project internal roadways would be designed in accordance with the applicable County's Complete Streets and fire code standards, with adequate widths to accommodate fire department truck access and circulation. Implementation of the proposed circulation plan and compliance with applicable County standards and regulations would ensure that the Project would not result in inadequate emergency access, and impacts would be less than significant.

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

Less than significant impact. As described above, existing bus routes do not operate in proximity of the Project site and the nearest bus stop is located approximately 1 mile north of the Project site. The proposed Project's internal street design would provide new sidewalks and Class III bike lanes, which connect to existing Class II bike lanes on Southside Road and Union Street, further promoting connectivity to the County's bicycle facilities and nearby transit stops. In addition, the Project's internal street design would contribute to Goal 1 in the Bikeway Master Plan by providing more bicycle and pedestrian facilities. As such, the Project would not include any features that could

decrease the performance of safety of bicycle, pedestrian, or transit facilities; therefore, impacts would less than significant.

Mitigation Measures

MM TRANS-1 Applicant will pay their fair share through the TIMF fee to complete the following improvements: modify the existing traffic signal at the intersection of Union Road and Airline Highway (SR-25) to include protected left-turn phasing for the eastbound and westbound approaches and to add a right-turn only lane to the eastbound approach. With these improvements, this intersection is projected to provide "Existing" and "Existing plus Project" AM and PM peak-hour LOS "C" operations. Alternatively, this intersection is projected to provide acceptable LOS operations with Airline Highway (SR-25) and Union Road widening (TIMF Projects 4, 9 and 10).

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
17. Tribal Cultural Resources *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Environmental Evaluation

The Project site is located in the Central Coast region of California. The Central Coast has been defined as extending from south of San Francisco Bay to the northern edge of the Northern California Bight south of Pismo Beach. The region extends inland to include the Central Coast Ranges west of the Central Valley. Following the prehistoric cultural chronology for the Central Coast can be generally divided into six periods: Paleo-Indian (ca. 10,000–8,000 B.C.), Millingstone/Early Archaic (8,000–3,500 B.C.), Early (3,500–600 B.C.), Middle (600 B.C.–A.D. 1000), Middle-Late Transition (A.D.1000–A.D. 1250), and Late (A.D. 1250–Contact [ca. A.D. 1769]) (see Appendix D).

The Project site is situated within a region historically occupied by the Costanoan (also known as the Ohlone). The term Costanoan is a linguistic designation for populations that spoke one of eight Costanoan languages. These languages are part of the Utian language family which is a member of the Penutian linguistic stock. Linguistic research has grouped these languages into four branches: (1) the Karkin branch located in Carquinez Strait area; (2) the Northern Costanoan branch, which consists of the Chocheno, Ramaytush, Tamyen, and Awaswas languages; (3) the Soledad (Cholon) branch; and (4) the Southern Costanoan branch, consisting of the Rumsen and Mutsun languages (see Appendix D).

The State of California has introduced two bills since 2004 aimed to improve the participation of Native American tribes in the planning process. SB 18 requires consultation with Native American tribes during the general plan amendment process, and Assembly Bill (AB) 52 requires consultation at the onset of Project-level documentation and analysis, if requested by applicable tribes.

The NAHC was contacted by Rincon on September 11, 2015 to request a review of the sacred lands file. The search did not identify any Native American cultural resources in the immediate area of the Project site. The NAHC also provided a contact list of eight Native American individuals or tribal organizations that may have knowledge of cultural resources in or near the Project site. Each individual was contacted by mail to ask if they have any information regarding tribal cultural resources (TCRs) within or immediately adjacent to the Project site. No responses have been received as of August 15, 2017.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074, as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

No impact. A review of the CR, local registers of historic resources, the NAHC sacred lands file, and correspondence with applicable tribes failed to identify any listed TCRs eligible under the CR with respect to the Project site. Thus, there would be no impact.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than significant impact with mitigation incorporated. No TCRs were identified as part of the NAHC sacred lands file search or through subsequent outreach and correspondence with Native American representatives with respect to the Project site. While the Project site is situated within a region historically occupied by the Costanoan Native American people, no archaeological resources were identified during the archaeological or pedestrian surveys, and the occurrence of associated artifacts of these people is unlikely. Potential impacts to the Costanoan heritage would be minimized with the implementation of Mitigation Measures CUL-1 and CUL-2, which require proscriptive treatment procedures in the unlikely circumstances sensitive artifacts or even human remains are found. Thus, with mitigation incorporated, the impact would be less than significant.

Mitigation Measures

Implement Mitigation Measures CUL-1 and CUL-2.

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
18. Utilities and Service Systems *Would the project:*				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Evaluation

The County's potable water supply comes from several sources: local groundwater, surface water purchased from the U.S. Bureau of Reclamation Central Valley Project (CVP) and a small volume of recycled water for limited landscape irrigation. The San Benito County Water District manages groundwater basins in much of San Benito County and administers contracted water supply from the CVP, and is the imported water wholesaler for that geographic area referenced as the Hollister urban area in the Hollister Urban Area Master Water and Wastewater Plan (Master Plan). The Project site is located within the Sunnyslope County Water District (SCWD) service area. SCWD purchases CVP water directly from the San Benito County Water District. In dry years, when imported water supplies are limited, demand on groundwater supplies increases, tapping the groundwater supplies that were stored during the wetter periods. The 2015 UWMP reports that SCWD in 2015 provided

approximately 2,031 acre-feet of domestic water to its customers.[49] The UWMP concluded that the SCWD will have a surplus of water supply between 2020 through 2035 during normal rain year scenario for both retail and wholesale suppliers. The UWMP further indicates that regional water sources will be managed through water conservation measures during single dry year and multiple dry year scenarios from 2020 through 2035 for both retail and wholesale suppliers in order to avoid groundwater overdraft and the need for additional imported water supplies. The conclusions take into account the need to blend groundwater with CVP water to provide higher quality water.[50]

According to the San Benito County 2035 General Plan the San Benito River, Pajaro River, and the Santa Ana Creek tributary (north of the Project site) are the three natural channels that receive storm water from the County. Stormwater drainage systems serve very few areas of the county and are operated by five service providers and several County Services Areas that also provide water and/or wastewater service. Most residents and businesses in the unincorporated county rely on individual drainage solutions or small-scale drainage systems. Stormwater quality measures are advocated and required by the County as part of the development review process. Because of the low intensity of development in unincorporated areas, the construction of large stormwater drainage systems is not necessary. A preferred method to decrease stormwater runoff volumes water and quality is the use of Low Impact Development (LID) techniques. The purpose of LID is to reduce impervious surfaces and provide more opportunities for runoff to soak into the ground on-site or to unlined ditches and swales or to be used for irrigation and other uses.

Wastewater services within the geographic area referenced as the Hollister urban area in the Master Plan is provided by the City of Hollister domestic WRF. The domestic wastewater treatment plant is located on San Juan Road, approximately 4 miles northwest of the Project site. The WRF is currently capable of treating up to 4.0 million gallons per day (and the current average dry weather flow that is treated at this facility is approximately 2.2 mgd. Accordingly, the WRF is only utilizing approximately 55 percent of its existing capacity (as of 2014).[51]

Recology San Benito County provides garbage collection and recycling service in unincorporated San Benito County. The collection program includes curbside recycling, garbage, yard waste, used motor oil, and used oil filters. Solid waste is taken to the John Smith Road Landfill, a County-owned facility. According to the most recent diversion rates reported in the CalRecycle Jurisdiction Diversion/Disposal Rate Detail, approximately 42,927 tons of solid waste was disposed of at this landfill by County residents (incorporated cities and unincorporated areas) in 2014. According to CalRecycle (2016), the John Smith Road Landfill has a cease operation date of January 1, 2032. Total capacity of the landfill is 9.3 million cubic yards.[52] The John Smith Road Landfill is planning an expansion to increase its capacity and amount of daily waste intake. The proposed expansion consists of a lot line adjustment which adds 33.81 acres to the existing John Smith Road Landfill (JSRL) Class III permitted facility area, thereby increasing the waste footprint by approximately 14

[49] Sunnyslope County Water District. 2016. Hollister Area 2015 Urban Water Management Plan. Available: http://www.sscwd.org/. Accessed: April 12, 2017.
[50] Sunnyslope County Water District. 2016. Hollister Area 2015 Urban Water Management Plan. Available: http://www.sscwd.org/. Accessed: April 12, 2017.
[51] County of San Benito. 2015.
[52] CalRecycle. 2017. John Smith Road Landfill. Available: http://www.calrecycle.ca.gov/SWFacilities/Directory/35-AA-0001/Detail/. Accessed: April 10, 2017.

acres, a second lot line adjustment which reduces the existing Class I area by 3.05 acres; a General Plan Amendment to change the land use designation of the adjusted acreage from Agricultural Rangeland to Public/Quasi Public; both a lateral and vertical landfill expansion to increase landfill capacity, with a daily permitted tonnage increase from 500 tons per day to 1,000 tons per day to allow the potential for additional out of county waste, with the ability to accept unlimited recyclables for diversion not counted against the 1,000 tons per day cap; and re-grading of the Class I facility to allow for temporary soil stockpiling during the operational life of the Class III facility[53]

Updated California Green Building Codes, also known as CALGreen, mandate that construction and demolition of new buildings for residential and commercial projects meet the 50 percent diversion requirement.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than significant. It is anticipated that the Project would be served by Hollister area utilities. Water service would be provided to the site by the Sunnyslope County Water District (SSCWD). Wastewater from the site would be conveyed by gravity flow through 8-inch sewer mains installed on-site to connect with the existing City of Hollister sewer main on Southside Road, then would flowing to the City's Southside Lift Station just south of Enterprise Road. The sewage would then be treated at the City of Hollister's WRF treatment plant. This plant is currently in conformance with the RWQCB permit and this Project would not exceed these permit requirements.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than significant impact with mitigation incorporated. Sunnyslope County Water District (SSCWD) is the expected water service provider for the proposed project and also provides water supplies to the surrounding Hollister Urban Area. Based on an indoor factor of 0.18 and outdoor factor of 0.13 the Project (In Sunnyside DEIR) the Project is expected to have a water demand of 26 acre feet a year.

The Hollister Urban Area's (HUA's) 2010 UWMP projects water supply and demand through year 2030 for the entire HUA, based on projected population growth and existing demand. The demands presented were consistent with the 2008 Hollister Urban Area Water and Wastewater Master Plan (HUAWWMP), the water supply analysis of which includes assumptions that are consistent with the proposed development of the project site. Therefore, the project and its residents would fall within the projections made under the UWMP and thus be covered by its future water supply and demand estimates (Tully & Young, 2015).

[53] John Smith Road Landfill Expansion Project. http://cosb.us/wp-content/uploads/JSRL%20Draft/JSRL-Draft_ISMND-Part%201-062212Arevised.pdf July 28, 2017

The WRF has a capacity of 4.0 MGD and is expected to expand by 1.0 MGD between 2018 and 2023. The current average dry weather flow is approximately 2.2 MGD (David Rubcic, pers. comm., October 2014) and therefore has a remaining capacity of 1.8 MGD. Based on a wastewater generation rate of 50 gpd/person x 3.4 person per household x 3.34 x 90 the Project would generate 51,102 gallons of wastewater per day (Wallace Group, 2014). (This analysis would be worst-case scenario to the extent that it over-estimates the potential number of person per household.) This Project's 0.0511 MGD of wastewater represents 2.3 percent of the daily average dry weather flow.

As discussed in the Wallace Group Report, the Project is proposing to gravity flow to the existing Southside Lift Station. This lift station was not evaluated for future development in the Sewer Master Plan. The expected flow from the Fay Property and Sunnyside Estates Developments is anticipated to exceed pumping capacity of the Southside Lift Station, resulting in a cumulative impact to sewer flow. As a result, upgrades would need to be made. Furthermore, there is a deficiency in the response time due to wet well size making it inadequate for city operators to respond to an emergency. Therefore, Mitigation Measure MM UTIL-2 is recommended.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than significant impact. The Project Applicant is proposing to subdivide the Project site and construct 84 single-family homes and related improvements on approximately 27.26 acres. This would result in a net increase of on-site impervious surfaces, in the form of streets, sidewalks, and roofs. As a result, the proposed Project would increase stormwater runoff volumes. As described above, the unincorporated areas in San Benito County have limited stormwater systems. As a result, increased stormwater runoff would be managed by individual systems such as, a stormwater detention basin and bioswale, which would be installed in the northeastern corner of the site. The detention basin would be designed to adhere to all applicable sizing requirements and standards to ensure that it sufficiently reduces the rate of surface water runoff, filters pollutants out of runoff, and facilitates infiltration of runoff into the ground to the maximum extent practicable. This would prevent the Project from contributing significantly to any downstream flooding. The Applicant would further comply with applicable County policies (Policies PFS-5.4, PFS-6.1), and related best management practices (see Policies PFS-6.2, PFS-6.4, PFS-6.7), as well as County Code provisions related to stormwater control. As a result, the proposed Project would not result in runoff exceeding the capacity of existing or planned stormwater drainage systems. The impact would be less than significant.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less than significant impact. The Project site is designated for more urbanized residential uses by the County's 2035 General Plan; previously, the Project site required water for agricultural uses. The Project Applicant received a letter of intent to service water from the Sunnyslope County Water District, dated May 14, 2015 (see Appendix L). As stated above, the 2015 UWMP prepared by the SCWD concluded that they will have a surplus of water supply between 2020 through 2035 during normal rain year scenario for both retail and wholesale suppliers. The UWMP further indicates that

regional water sources will be managed through water conservation measures during single dry year and multiple dry year scenarios between 2020 through 2035 for both retail and wholesale suppliers in order to avoid groundwater overdraft and the need for additional imported water supplies.

As described above, sufficient water is anticipated to be available to serve the proposed Project under all hydrologic conditions, including single and multiple dry years. Therefore, sufficient water supplies would be available to serve the proposed Project, and no new or expanded water supply entitlements that have not already been contemplated by SCWD would be needed. The impact would be less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than significant impact. The proposed project is estimated to generate approximately 47,520 gallons of effluent on a daily basis. As explained in Impact 18a, the Hollister Water Treatment Facility has adequate capacity to serve the proposed project in addition to the provider's existing commitments. Therefore, impacts would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than significant impact. The proposed Project would be served by the John Smith Landfill in Hollister, which has approximately 4.7 million cubic yards of existing capacity and has an approved expansion to add 2.8 million cubic yards of capacity. The California Integrated Waste Management Board provides a standard residential waste generation rate of 12.23 pounds per dwelling unit per day.[54] Under this assumption, the proposed Project would be expected to produce an estimated 1,027 pounds of solid waste per day. This represents a nominal percentage of the landfill facility's daily permitted capacity, and the facility would have adequate capacity to serve the Project. Therefore, impacts would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than significant impact. Solid waste disposal services must follow federal, state, and local statutes and regulations related to the collection of solid waste. The Project proposes development of residential uses, which would not involve the production and/or disposal of any acutely toxic or otherwise hazardous materials. The proposed Project would be required to provide solid waste and recycling services for residents per the California Solid Waste Reuse and Recycling Access Act of 1991 and San Benito County Code of Ordinances Chapter 15.01. The Project would also be required to ensure that during construction a minimum of 50 percent of non-hazardous construction and demolition debris be recycled or salvaged. The CALGreen Building Code requires the Project applicant to have a waste management plan for on-site sorting of construction debris. Therefore,

[54] CalRecycle. 2017. Estimated Solid Waste Generation Rates. Available: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Viewed April 12, 2017.

the proposed Project would comply with all applicable state and local waste diversion requirements. As such, impacts would be less than significant.

Mitigation Measures

MM UTIL-1 **Southside Road Sewer Main Capacity.** Prior to approval of the final map(s), the applicant shall confirm the required size and installation cost of the planned upgrade to the Southside Road sewer main, to address the identified cumulative impact. The estimated cost (including design, permitting and construction) along with the applicant's pro-rata share, shall be reviewed and approved by the County of San Benito and City of Hollister. Prior to approval of the final map**,** the Applicant shall pay its pro rata fair share towards the construction of the planned improvements.

MM UTIL-2 **Southside Lift Station Improvements.** In order to ensure that existing City of Hollister wastewater conveyance infrastructure can accommodate flows from the proposed Project, as a condition of map approval, the Applicant shall be obligated to fund and construct all lift station improvements recommended in the Wallace Group memo of March 24, 2017, and/or as modified in the subsequent Wallace Group memo dated July 27, 2017 (both memos included in Appendix K of this Draft IS/MND), subject to review and approval by the County Engineer and City of Hollister. Such improvements shall be constructed prior to issuance of the first building permit for the project. As noted in the Wallace Group memos, these recommended improvements may include the following:

- A permanent on-site generator and automatic transfer switch shall be installed at the Southside Liftstation.
- To increase the existing wet well storage capacity and improve the response time in case of pump failure as requested by the City of Hollister, a new 6-foot wet well is to be constructed adjacent to the existing wet well. The two wet wells are to be connected at the pump off level elevation so that the adjacent wet well empties after every cycle. Considering the future peak flow from all reasonably foreseeable development identified in the Wallace Group memo of March 24, 2017, the required response time during a peak hour flow failure shall be no less than 6.2 minutes (T = 1,957 gallons/315 gpm = 6.2 minutes).

Environmental Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
19. Mandatory Findings of Significance				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Environmental Evaluation

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Less than significant impact with mitigation incorporated. The Project would involve the development of 84 single-family residential units and related improvements on a vacant lot on formerly agricultural land. Pedestrian surveys noted that the entire Project site contained several heavily disturbed, anthropogenic habitat types including non-native annual grassland, orchard, agricultural field, developed area and recently graded grasslands. Although no special-status plant or wildlife species were observed, there are various species that have a low chance of being affected by project buildout, as the site can be potentially used. As such, mitigation such as pre-construction surveys and construction activities avoiding nesting season would be required to reduce impacts related to sensitive species. Similarly, there were no records which identify significant cultural resources at the Project site. However, the Project site contains soils that has high paleontological sensitivity and could yield scientifically significant paleontological resources during Project-related

construction activities. Mitigation would reduce potential impacts to cultural (including paleontological) resources resulting from ground disturbing construction activity. With implementation of the following measures, as described above, the Project would not have the potential to degrade the quality of the environment and, overall, impacts would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less than significant impact. The proposed Project is consistent with the General Plan land use designation of Residential Mixed (RM), which allows for areas of unincorporated village or neighborhood uses. The site is zoned Single-Family Residential (R1), which allows single-family homes, incidental recreational uses, and horticulture and gardens. The construction of 84 single-family units and related improvements on an approximately 26-acre site is consistent with the residential standards permitted in the RM designation.

The EIR prepared for the County's 2035 General Plan identified several significant unavoidable impacts that would potentially occur with buildout of the General Plan, including loss of prime farmland, light and glare, effects to sensitive species and habitats, exposure to flood hazards, noise, population growth, and transportation level of service impacts. As a project that is consistent with the General Plan land use designation, the effects of the project were already considered programmatically as part of the General Plan EIR, and were included as part of the statement of overriding considerations approved as part of the adoption of the General Plan. In many cases, this project would have no effect (e.g., the site is not located within any identified flood zone and so would not expose future residents to this hazard), but otherwise, the project would not result in effects that are greater than what was already evaluated and disclosed in the General Plan EIR.

In addition, the Project will incorporate mitigation measures to ensure that it does not make a cumulatively considerable contribution to any existing cumulatively significant impact. For example, although the Project would result in temporary, localized impacts related to disturbance of native resident, migratory fish, or wildlife species, migratory wildlife corridors, these potential impacts would be reduced to a less than significant level with implementation of MMs BIO-1 to BIO-6; implementation of MM TRANS-1 would reduce LOS traffic impacts by modifying the existing traffic signal to include a protected left-turn; and the implementation of MMs CUL-1, CUL-2, and CUL-3 would reduce the potentially significant site-specific impacts to previously undiscovered archaeological, paleontological, historic or cultural resources to a less than significant level.

Therefore, the project's incremental effect to any identified impact would not be cumulatively considerable.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than significant impact with mitigation incorporated. Compliance with applicable existing laws and regulations and implementation of recommended mitigation measures would ensure the

Project would not result in substantial adverse effects on human beings, including, among others, effects related to air pollution, seismic and geologic hazards, hazardous materials, flooding and natural disasters, or noise and vibration. Therefore, impacts would be less than significant.

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SECTION 3: REFERENCES

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