

4.7.3 Explanation

- a) **Less than Significant Impact.** As previously stated, the project is located in the NCCAB, where air quality is regulated by MBARD. 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. However, it is important to note that other air districts within the State of California have recently adopted recommended CEQA significance thresholds for GHG emissions. For instance, on March 28, 2012 the San Luis Obispo Air Pollution Control District (SLOAPCD) Board approved thresholds of significance for the evaluation of project-related increases of GHG emissions. The SLOAPCD's significance thresholds include both qualitative and quantitative threshold options, which include a bright-line threshold of 1,150 MTCO₂e/year. On October 23, 2014, the Sacramento Metropolitan Air Quality Management District (SMAQMD) adopted a similar significance threshold of 1,100 MTCO₂e/year. The GHG significance thresholds are based on AB 32 GHG emission reduction goals, which take into consideration the emission reduction strategies outlined in the ARB's Scoping Plan. Development projects located within these jurisdictions that would exceed these thresholds would be considered to have a potentially significant impact on the environment which could conflict with applicable GHG-reduction plans, policies and regulations. Projects with GHG emissions that do not exceed the applicable threshold would be considered to have a less than significant impact on the environment and would not be anticipated to conflict with AB 32 GHG emission reduction goals. Given that the MBARD has not yet adopted recommended GHG significance thresholds, the above thresholds were relied upon for evaluation of the proposed project. For purposes of this analysis, project-generated emissions in excess of 1,100 MTCO₂e/year would be considered to have a potentially significant impact.

GHG emission from the project were estimated as part of the air quality analysis and are summarized below in **Table 4.7-1 GHG Emissions from Project.**

Table 4.7-1 GHG Emissions From Project	
Operational Emission	
Annualized Emissions	MT/CO ₂ e/yr
Mitigated Emissions	1,014 MT/CO ₂ e/yr
Threshold	1,100 MT/CO ₂ e/yr
Exceed Threshold	No
Construction Emissions	
Tons per Ten Month Period	Metric Tons CO ₂ e
Mitigated	11.946375
Source: T&A Transplant Nursery CalEEMod Annual Emissions	

The project is anticipated to generate temporary construction-related GHG emissions, with most of the emissions generated by construction equipment, materials hauling, and daily construction worker trips. The long-term operation of the project, however, would be consistent with current zoning and surrounding uses. As such, the project is not anticipated to generate substantial new or altered sources of GHGs emissions. Any impacts from GHG generation during construction would be short-term and temporary. As shown in **Table 4.7-1** above construction and operation of the proposed project would not exceed established thresholds for GHG emissions. As a result, the project is not anticipated to generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. (1, 2, 3, 6, 7, 8)

- b) **Less than Significant Impact.** As previously stated, the project is located in the NCCAB, where air quality is regulated by MBARD. 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. But as shown above, the project would not exceed acceptable thresholds. Also, consistent with the General Plan Goals and Policies, the project would include energy and water-efficient appliances, fixtures, lighting, and windows that meet applicable State energy performance standards. The proposed project would not conflict with any applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of greenhouse gases as described above. This represents a less than significant impact. (1, 2, 3, 6, 7, 8)

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Environmental Setting

Hazardous materials, as defined by the California Code of Regulations, are substances with certain physical properties that could pose a substantial present or future hazard to human health or the environment when improperly handled, disposed, or otherwise managed. A hazardous waste is any hazardous material that is discarded, abandoned, or slated to be recycled. Hazardous materials and waste can result in public health hazards if improperly handled, released into the soil or groundwater, or through airborne releases in vapors, fumes, or dust. Soil and groundwater having concentrations of hazardous constituents higher than specific regulatory levels must be handled and disposed of as hazardous waste when excavated or pumped from an aquifer.

Potential hazards impacts associated with the project were analyzed in an Environmental Site Investigation report conducted by Lee & Pierce, Inc. in April 2015, included as **Appendix E**. Information reviewed and included for the Environmental Site Investigation include: the 2006 Phase I Environmental Assessment Report (Phase I ESA), San Benito County Assessor Parcel Quest maps and information, site aerial maps, photo sheets showing site conditions, and lab analysis of soil sample results for asbestos. According to the Phase I ESA, no hazardous materials contamination has been documented within the project site during the previous investigations conducted in 2006 and 2015. An updated ASTM E1527-13 Phase I Environmental testing is required per County of San Benito (Email communication, County RMA, September 2018).

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 and GeoTracker databases did not find any listings for the project site. The GeoTracker database found multiple listings directly adjacent to the project site that were either enrolled or terminated from the Irrigated Lands Regulatory Program.

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 Land Use Compatibility and Comprehensive Land Use Plans. The nearest airport to the project site is the Hollister Municipal Airport, located about 3.75 miles north of the project site. The project site is not located in an airport influence zone of any airport.

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.

4.8.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.3 Explanation

- a) **Less than Significant Impact.** Construction and operation of the project would not create a significant impact due to routine transport, use, or disposal of hazardous materials. Construction activities would, however, require the temporary use of hazardous substances, such as fuel for construction equipment, oil, solvents, or paints. 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. Required compliance with applicable hazardous material laws and regulations would ensure that construction-related hazardous material use would not result in significant impacts. These impacts would be temporary in nature and would be considered a less than significant impact.

The results of the Phase I ESA did not find evidence of hazardous materials contamination within the project site based on ASTM Standard E1527-00, however, this does not meet the current requirements of ASTM Standard E1527-13. Per County requirements, an updated ASTM E1527-13 Phase I Environmental testing/report will be required prior to any site grading and the project shall be required to adhere to and demonstrate compliance with the current requirements of ASTM Standard E1527-13 as a condition of approval for the project prior to the initiation of earthwork on this project site. In addition, 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 growing operations and maintenance activities. These types of materials are common for agricultural facilities such as the proposed 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 with incorporation of standard county regulations and conditions of approval. (1, 2, 3, 15)

- b) **Less than Significant Impact.** Construction and operation of the project could result in the accidental release of a hazardous material resulting in a potential hazard to the public. Construction activities would require the use of hazardous materials (e.g., fuel for construction equipment, oil, solvents, or paints). Hazardous materials impacts could also occur during operation due to growing operations or maintenance activities. Hazardous materials used during construction and operation would be stored properly within the staging area, in accordance with BMPs and applicable regulations, and the staging area would be secured from public access and identified per County requirements. Runoff controls would be implemented to prevent water quality impacts, and a spill plan would be developed to address any accidental spills. Any waste products resulting from construction and operations would be stored, handled, and recycled or disposed of in accordance with federal, state, and local laws. This is considered a less than significant impact. (1, 2, 3)
- c) **No Impact.** There are no schools within one-quarter mile radius of the project boundaries. As a result, the project would not result in the generation of a hazardous emission within a one-quarter mile radius of a school. There would be no impact in connection with the proposed project. (1, 2, 3, 4)
- d) **No Impact.** The project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5. There would be no impact in connection with the proposed project. (15, 16)

- c-f) **No Impact.** There are two airports within the project vicinity, Hollister Municipal Airport and Frazier Lake Airpark. In addition, closest private airstrip is the Christensen Ranch Airport. The project site is not located within two (2) miles of any of these airports or private airstrips and would not create a safety hazard for people residing in the project area. There would be no impact in connection with the proposed project. (1, 2, 3)
- g) **No Impact.** San Benito County has 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 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 Orchard 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. The project would not interfere with any emergency response or evacuation plans. There would be no impact in connection with the proposed project. (1, 2, 3, 4, 17, 18)
- h) **Less than Significant Impact.** The CalFire prepares maps of VHFHS, which are used to develop recommendations for local land use agencies and for general planning purposes. 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 comply with the applicable fire safety provisions of the California Building Code as well as standard conditions of approval, thereby reducing the risk of damage from fire to the maximum extent practicable. This is a less than significant impact. (1, 2, 3, 17, 18)

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Environmental Setting

Site Conditions

San Benito County has a moderate California coastal climate with a hot and dry summer season lasting May through October. Average annual rainfall ranges from seven inches in the drier eastern portion of the County, to 27 inches per year in high elevations to the south. Most of the annual rainfall occurs in the fall, winter, and to a lesser extent, spring, generally between November and April (San Benito County, 2015). Five creeks (Pacheco Creek, Arroyo de las Viboras, Arroyo Dos Picachos, Santa Anna Creek, Tres Pinos Creek) are located in San Benito County. Pacheco Creek borders the project site on the west. There are no water bodies on the project site.

The San Benito County Water District (SBCWD) is responsible for water management throughout the county, including monitoring of basin water levels and water quality, management of salts and nutrients in the water, recharge into the basins, and annual reporting on the status of groundwater. Groundwater is the major source of water supply in the County. Groundwater is generally available throughout the County. The project is located in the Hollister Groundwater Basin which is one of nine sub-basins of the Gilroy-Hollister Valley Groundwater basin. The Gilroy-Hollister Valley Groundwater Basin lies between the Diablo Range on the east and the Gabilan Range and the Santa Cruz Mountains to the west. The northern portion is drained toward Monterey Bay by the Pajaro River and its tributaries. The southern portion is drained by the San Benito River and its tributaries (Phase I ESA). Groundwater quality in this basin is characterized as highly mineralized in some areas, and of marginal quality for drinking and agricultural purposes. The mineralized water quality is typical of other relatively small Coast range groundwater basins but has also been impacted by decades of human-related activities, both agricultural and urban (San Benito County, 2015).

The Hollister Area subbasin lies within the northeast portion of the Gilroy-Hollister Valley Groundwater Basin and is bounded on the north and east by the Diablo Range. The Calaveras fault is the western boundary and abuts the Bolsa Area subbasin. These subbasin boundaries are primarily derived from geologic and hydrologic conditions. Groundwater occurs in the alluvium of Holocene age, an older alluvium. Santa Ana and Pacheco Creeks are the primary streams entering the subbasin from the Diablo Range. Tequisquita Slough drains the subbasin to the northwest into the Bolsa Area subbasin. Precipitation over most of the subbasin averages approximately 13 inches and increases to about 17 inches in the north (Phase I ESA). Most recharge to the subbasin is derived from rainfall and streamflow from creeks entering the basin. Pacheco Pass Water District operates North Fork Dam on Pacheco Creek for the primary purpose of supplying groundwater recharge to the northeast portion of the subbasin. Based on the most recent Annual Groundwater Report (December 2017) the recovery of the Gilroy-Hollister basin over the past three years is clearly shown through the water balance. Most notably, from 2015 to 2017, inflows almost doubled and outflows decreased substantially, reflecting increased precipitation and Central Valley Project (CVP) availability. More specifically, the estimated water balance for year 2017 show an increase in water level at the Hollister subbasin (Todd Groundwater 2017). In addition, the Hollister basin has been designated by the Department of Water Resources (DWR) as medium priority, recognizing that they are important sources of water supply, have been well-managed, and are not critically over-drafted.

SBCWD is continuing with long term water resource management planning, including compliance with the Sustainable Groundwater Management Act (SGMA) of 2014, which established a framework for sustainable, local groundwater management. In May 2017, the SBCWD became the Groundwater Sustainability Agency (GSA) for the San Juan Bautista, Hollister, and Bolsa subbasins within San Benito County (and is cooperating with Santa Clara Valley Water District, which is the GSA for small portions of the Hollister and San Juan Bautista basins within Santa Clara County). SBCWD will initiate preparation of a Groundwater Sustainability Plan (GSP) for these subbasins in 2018. SBCWD will also apply to the DWR for consolidation of these subbasins into a single groundwater basin; if approved, this will streamline the GSP process. GSP preparation must be completed by January 2022.

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 CVP by the 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-ft. per year in the CVP delivery area (termed Zone 6).

The existing parcel is currently vacant but has been used for agricultural purposes as well as for a wholesale greenhouse nursery by the previous ownership. The terrain is generally flat with a shallow slope of about 0.5 percent to the southwest. Two wells have been providing irrigation and domestic water to the property. The wells are located on the western portion of the property near Pacheco Creek. Previous operations on the site and drainage manipulation allowed agricultural runoff to flow directly into Pacheco Creek. The proposed Stormwater Control Plan (Whitson, 2018) indicates that stormwater runoff will be directed and contained onsite and controlled to avoid any runoff to Pacheco Creek. The Stormwater Control Plan provides measures to reduce erosion and maintain sediment control and proposes new Stormwater Control Measures (SCMs) to mitigate impacts in conformance with regulatory requirements. Specifically, the proposed runoff treatment, detention, and peak management strategy will be accomplished by implementing a 1,500-foot long vegetated swale and two detention basins totaling 15.2 acre-ft. Site design and runoff reduction measures are outlined for implementation as required by the San Benito County Code of Ordinance and the Regional Water Quality Control Board. These SCMs will be within the property in accordance with applicable requirements. The design of the stormwater detention facility will be reviewed by San Benito County to confirm the Plan is in accordance

with the San Benito County Code of Ordinances, Article III Storm Drain Design Standards; and the Regional Water Quality Control Board Performance requirements.

There are no natural water bodies located on the site. The nearest surface water in the vicinity of the property is Pacheco Creek, located immediately along the northwest boundary of the property. Per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Community-Panel Number 06069C0050C, dated September 27, 1991, the site is located in Flood Zone X. Areas within Zone X are considered low risk and are defined as corresponding to areas outside the 100-year floodplains, areas of 100-year sheet flow flooding where average depths are less than 1 foot, areas of 100-year stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 100-year flood by levees. No Base Flood Elevations or depths are shown within this zone.

Tsunamis or "tidal waves" are seismic waves created when displacement of a large volume of seawater occurs as a result of movement on seafloor faults. The project site has an elevation of approximately 217 to 233 ft. above mean sea level (msl) and would not be affected by a tsunami.

The Federal Clean Water Act regulates discharges into U.S. waters through a NPDES permit, administered through the SWRCB and the RWQCB in California. The State and Central Coast RWQCB oversee a statewide General Permit regarding management of stormwater runoff from construction sites over one acre in size. Provisions of the Statewide Permit indicate that discharges of material other than stormwater into waters of the U.S. are prohibited; that stormwater discharges shall not cause or threaten to cause pollution, contamination, or nuisance; and that storm water discharges do not contain hazardous substances. The Statewide Permit also requires implementation of BMPs to achieve compliance with water quality standards. A BMP is defined as any program, technology, process, siting criteria, operating method, measure or device which controls, prevents, removes or reduces discharge of pollutants into bodies of water.

Any project that will disturb over one acre (including the proposed project and any future site-specific projects) is required to file a "Notice of Intent" with the RWQCB with submittal of a SWPPP prior to project construction. The SWPPP is the foundation of the required documentation for a NPDES General Storm Water Permit for construction activities. In addition to regulations administered by the RWQCB, the project will be required to adhere to stormwater control measure sizing calculations set by the San Benito County Code of Ordinances, Article III, Storm Drain Design Standards. The Storm Water Control Plan for the proposed project is included in **Appendix F**.

San Benito County Code, Chapter 19.17, Grading, Drainage and Erosion Control. Chapter 19.17 of the San Benito County Code regulates excavation, grading, drainage and erosion control measures and activities. The purpose of these regulations is to minimize erosion, protect fish and wildlife, and to otherwise protect public health, property, and the environment. A grading permit is required for all activities that would exceed 50 cubic yards of grading.

Grading activity is also prohibited within 50 ft. from the top of the bank of a stream, creek, or river, or within 50 ft. of a wetland or body of water in order to protect riparian areas. All proposed developments are required to submit an erosion control plan and drainage plan prior to issuance of a grading permit, per Chapter 19.17 of the San Benito County Code.

4.9.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.3 Explanation

- a) **Less than significant Impact.** 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.

The proposed project would disturb more than one acre of soil, and as stated above, is required to obtain coverage under the RWQCB NPDES General Storm Water Permit. The Permit would require a SWPPP which contains BMPs for construction and post construction runoff. BMPs 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. Please refer to Impact Explanation c) below for more information. (1, 2, 14, 22, 23)

- b) **Less than Significant Impact.** As stated above, two water supply wells are located on the property and supply water for irrigation and domestic use. The existing wells would be used for irrigation and fire suppression water. A new domestic water well would be constructed to serve the 50-person occupant-load at full buildout and will support restrooms and break room facilities. Central Valley Water Project (non-potable “blue valve” water or CVP water) is also available at the site. Per the prior director and sales manager of the previous operation on the parcel, irrigation water was supplied by both CVP water and water pumped from the onsite wells and previous water use was estimated at up to 13.86 acre-ft. per day for agricultural operations (M. Hennequin & M. Reyes, personal communication, June 21, 2018). The new nursery operations project is anticipated to require up to 1.28 acre-ft. per day at full buildout and during high growing season, for a total demand of 273 acre-ft. of water per year over the site. Water use would be available from existing and proposed wells onsite and

from the CVP for irrigation water. CVP water use would reduce groundwater use as it would not entail use of groundwater extraction from the onsite wells. The project site is within the Hollister subbasin which, as explained above, is designated by DWR as medium priority, and has a designated GSA which is developing a GSP for the area. (Todd Groundwater 2017).

The project could potentially affect groundwater recharge by increasing impervious surface (net increase of 22 acres). However, this increase would not substantially effect groundwater recharge as most recharge to the subbasin is derived from rainfall and streamflow from creeks entering the basin. Upstream of the site, the reservoir is operated to supply groundwater recharge to the basin. The project includes SCMs and drainage improvements to control runoff. Most of the site would be left open for growing areas. Impervious areas are limited to select building and pavement locations.

The proposed project would include on-site drainage infrastructure including construction of stormwater detention basins and vegetated basins. Stormwater detention basins would be designed to manage on-site surficial drainage and would be sized in accordance with applicable standards and requirements of the County ordinances and permit requirements (further outlined below). Stormwater would be collected in the detention basin which may allow some collected drainage water to infiltrate into the groundwater. (1, 2, 3, 14, 23, 24, 25)

- c) The proposed project would not significantly deplete groundwater, as groundwater is shown to be well-managed in this area; stormwater runoff from the site would be captured in an on-site detention basin, which would allow for some groundwater recharge. The Annual Groundwater Report (December 2017) identifies available groundwater and recharge; the project site also has CVP water available for agricultural irrigation. Based on the most recent Annual Groundwater Report (December 2017) the water balance identifies recovery of the Gilroy-Hollister basin over the past three years estimated water balance for year 2017 show an increase in water level at the Hollister subbasin (Todd Groundwater 2017). 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 at the site. Impacts would be less than significant. (1, 2, 3, 22, 23, 24, 25)
- d) **Less than Significant Impact.** The proposed project would not require alteration of a stream or river. The site would be developed with a minimum 50-foot setback to Pacheco Creek and would not direct runoff into the creek. However, construction of the proposed project would require grading and other ground-disturbing activities, which may result in erosion and/or siltation on- or off-site (please also refer to **Section 4.6 Geology and Soils**). Two new vegetated basins totaling 15.2 acre-ft. and a 1,500 ft. long vegetated swale to retain and clean stormwater would be strategically located to intercept runoff before there is any discharge from the site. Although site percolation was measured to be very small, the two basins proposed for the project have been designed to collect and mitigate the runoff from their respective tributary areas to the north and east.

Basin 2, at the center of the project, would temporarily detain runoff and release it at pre-project rates to a vegetated swale along the south edge of the property, which gently flows towards Basin 1. Basin 1, at the southwest corner of the property would be adequately sized to retain the 85th and 95th percentile storm events, detain the 2-year and 10-year storm events to pre-project levels, and detain the 100-year storm event to the pre-project 10-year flow rate (satisfying the San Benito County Code of Ordinances) before discharging towards an offsite ditch along Highway 156 (Whitson, 2018).

Site design and runoff reduction measures are outlined for implementation as required by the San Benito County Code of Ordinance and the Regional Water Quality Control Board. These SCMs would be implemented to the maximum extent practical within the property in accordance with specific site opportunities and constraints to address impacts associated with erosion, hydrology and sediment control. In addition, adherence to County Ordinance 541 requires repayment of an HCP fee to addresses potential impacts to adjacent riparian habitat. Avoidance of the adjacent creek as well as the combination of implementation of the SCMs, compliance with the San Benito County Code and HCP Fee, as well as NPDES permitting address potential issues associated with erosion, sedimentation, and siltation and serve to avoid and reduce these potential impacts. **Mitigation Measure 4.6-1** incorporates erosion and drainage control recommendations into final plans and specifications; see Geotechnical Report prepared by Grice Engineering, Inc. (June 2018) (**Appendix D**). This impact is considered a less than significant. (1, 2, 3, 14, 22, 23)

- c) **Less than Significant Impact.** The proposed project would not require alteration of a stream or river; however, the proposed project would require modification of the existing drainage pattern at the site, which may result in flooding on- or off-site. As described in impact c) above, the proposed project would comply with NPDES permit standards, BMPs, and County ordinances. This is considered less than significant impact. (1, 2, 22, 23)
- f) **Less than Significant Impact.** The proposed project would not create or contribute runoff that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The proposed project was designed to limit the site's post-project peak runoff rates to the pre-project runoff rates, during the 100-year storm events. Additionally, the proposed Stormwater Control Plan (Whitson, 2018) documents that stormwater runoff would be directed and contained onsite and avoid any runoff to Pacheco Creek. The Plan provides measures to reduce erosion and maintain sediment control and proposes new SCMs to mitigate impacts in conformance with regulatory requirements. The design of the stormwater detention facility would be reviewed by San Benito County to confirm the Plan is in accordance with the San Benito County Code of Ordinances, Article III Storm Drain Design Standards and the Regional Water Quality Control Board Performance requirements. This is considered a less than significant impact. (1, 2, 4, 9, 14, 22, 23)
- f) **Less than Significant Impact.** Implementation of the proposed project would not otherwise substantially degrade water quality, as described in Impact Explanations c) and e) above. This is considered a less than significant impact. (1, 2, 22, 23)
- g) **No Impact.** No housing is proposed as part of the project. As a result, no housing is proposed within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map. There would be no impact in connection with the proposed project. (2, 3, 19)
- h) **No Impact.** No structures would be placed within a 100-year flood hazard area, as the project site is located outside of any flood hazard areas. There would be no flood impact in connection with the proposed project. (1, 2, 14, 19)
- i) **No Impact.** The project site is not located near any dam or levee structures. As a result, the project would not be exposed to flooding hazards due to the failure of a levee or dam. There would be no impact in connection with the proposed project. (2, 3, 14)
- j) **No Impact.** The proposed project site is not located in an area subject to significant seiche, tsunami, or mudflow risk. There would be no impact in connection with the proposed project. (1, 2, 14)

4.10 LAND USE AND PLANNING

4.10.1 Environmental Setting

The project site is located in a rural area of unincorporated San Benito County, California, near (but outside of the municipal boundaries) the City of Hollister. According to the Phase I ESA, the project site has been used for agriculture from at least 1939 until the past decade. Until the 1970s, the Property consisted of agricultural fields with a small group of buildings on the southern parcel (possibly a house or barn with outbuildings). In the 1970s, the nursery was constructed on the northern portion of the property with greenhouses and outbuildings. The structures on the southern portion of the property were removed and the area was used as a growing field for plants. Surrounding land uses are primarily agricultural uses, with some residential and light industrial.

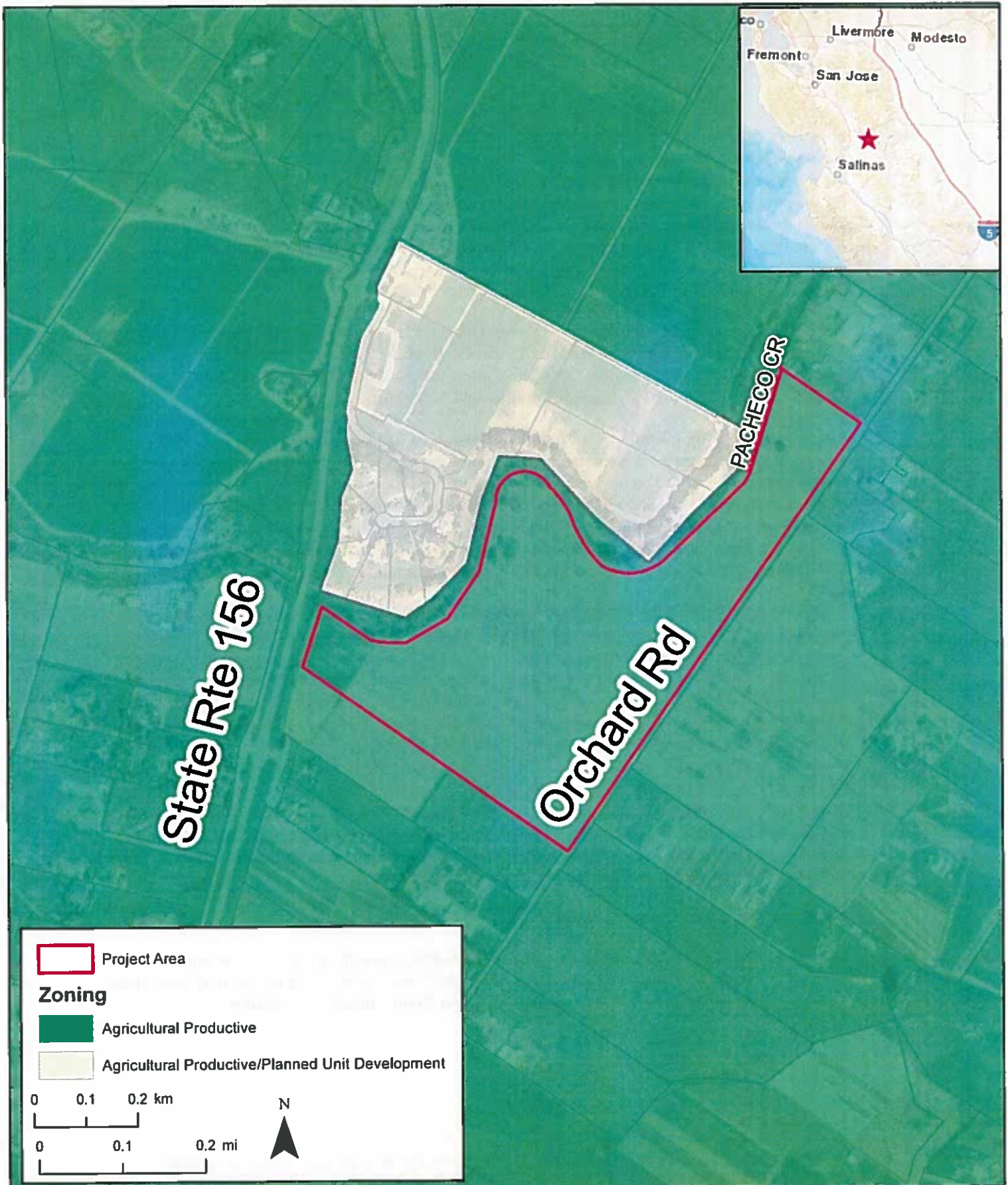
The San Benito County 2035 General Plan is the planning document that guides development within the County. The proposed project site is bounded on the north by one light industrial parcel, and to the north, west, and south by undeveloped agricultural land, and by low density residential to the east. The proposed project site is within General Plan Agriculture (A) land use designation and zoned Agriculture Productive (AP), as shown in **Figure 4.10-1 Zoning Designations**. Surrounding land uses are primarily agricultural land uses with scattered residential to the northwest, west, east, and southeast of the project site.

4.10.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.10.3 Explanation

- a) **No Impact.** The project would not physically divide an established community. There would be no impact in connection with the proposed project. (1, 2, 3)



Title:

Zoning Designation

Date: 09/04/2018

Scale: 1 inch = 0.15 miles

Project: 2018-32



Monterey | San Jose

Denise Duffy and Associates, Inc.

Environmental Consultants Resource Planners

947 Casa Street, Suite 5
Monterey, CA 93940
(831) 373-4341

Figure

4.10-1

- b) **Less than Significant.** A significant impact would occur if the project would 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”. The applicable County’s General Plan and Code provisions, including the Zoning Ordinance, were reviewed to determine if there are any conflicts with any of these measures/plans which were adopted for the purpose of avoiding or mitigating an environmental effect. Applicable General Plan policies are compiled in **Appendix G: 2035 San Benito County Relevant General Plan Policies**.

The project is consistent with the site’s existing General Plan policies and also consistent with the Agriculture land use designation. Pursuant to Article II of the County’s Code of Ordinances, the proposed project’s use is consistent with the County’s Agriculture Productive zoning designation. Conditional uses in the AP zone include Commercial Greenhouses.

Additionally, as stated in **Section 4.4 Biological Resources**, San Benito County’s Code of Ordinance Chapter 19.33.005 requires a discretionary tree removal permit to remove trees. Woodland trees are also considered protected as defined by the County of San Benito, Chapter 19.33.001 Code of Ordinance. Review of whether a Tree Removal Permit would be required for the project is determined by the County. Approval of the Use Permit and consistency with the General Plan is a determination made by the Planning Commission. The project would not conflict with applicable land use plans and regulations, and associated impacts would be less than significant (1, 2, 3, 9, 10)

- c) **Less than Significant with Mitigation.** 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. San Benito County adopted Ordinance 541 in 1988 to set and collect fees for financing the HCP and for San Joaquin kit fox protection measures⁵. The stated purpose of Ordinance No. 541 was “to provide a method for financing development and implementation of a Habitat Conservation Plan and a Section 10(a) permit under the Endangered Species Act of 1973 for the County HCP plan study area.” As stated in Ordinance No. 541, mitigation fees are to be held in a trust for future use in payment of HCP development costs and habitat mitigation as identified in an HCP, once developed”. These fees are to be paid by the applicant as a condition of the issuance of a building permit according to County of San Benito. Accordingly, the County will require fees for habitat conservation in accordance with County Ordinance 541 per Mitigation Measure 4.6-1, below. (1, 2, 3, 4, 9)

Mitigation/Required County Condition

LU 4.10-1 Per the County, prior to issuance of building permit, in accordance with County Ordinance 541, the project applicant shall contribute a habitat conservation plan mitigation fee in the amount required by the County Planning Department.

⁵ County Code Chapter 19.19 pursuant to Ordinance No. 541 was adopted to allow for the collection of “interim mitigation fees” from development projects and rangeland conversion occurring in the unincorporated areas of the County.

4.11 NOISE

4.11.1 Environmental Setting

The policies in the San Benito County 2035 General Plan identify noise standards to avoid conflicts between noise-sensitive uses and noise source contributors. The project site is located in an agricultural area with residential communities to the west. The primary source of noise in the project vicinity is traffic noise associated with SR-156. Sensitive noise receptors in the vicinity of the project consist of existing residences located on the opposite side of Pacheco Creek to the west, these nearest residences are located approximately 250 ft. from the proposed project.

Health and Safety Policy #8.11 of the San Benito County 2035 General Plan identifies noise and land use compatibility guidelines. The noise guidelines generally utilize an exterior noise limit of 70 decibels Ldn (day/night level)⁶ at residential properties. Existing noise levels on the site were not measured, but given the site's location in a rural area, they are expected to be low, in the range of 45 – 55 Ldn.

4.11.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁶ The Ldn represents the average sound level over a 24-hour period, accounting for greater noise sensitivity during night hours by adding five (5) decibels to noise between 7-10 p.m. and 10 decibels to noise between 10 p.m.-7 a.m.

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.11.3 Explanation

- a) **Less than Significant Impact.** The proposed development is located in a rural agricultural setting and is consistent with the previous use of project site as well as surrounding agricultural uses. Therefore, long term operational impacts would be less than significant. Construction of the project would result in short-term noise increases in the project vicinity. Noise impacts from construction activities depend on the type of construction equipment used, the timing and length of activities, the distance between the noise generating construction activities and receptors and shielding. Construction activities would occur over 175 calendar days, including site preparation, grading, construction, paving, and architectural coating. Construction equipment would include, but would not be limited to, graders, tractors/loaders/backhoes, cement and mortar mixers, pavers, rollers, saws, dozers, cranes, forklifts, and air compressors. Typical hourly average construction noise levels could be as loud as 75 - 80 decibels at a distance of ± 100 ft. from the construction area during active construction periods. Although noise from construction of the project would be temporary and intermittent, it would at times exceed the San Benito County 2035 General Plan noise level guideline of 70 Ldn at the nearest residences, the closest of which are located just over 250 ft. from the proposed project.

Construction activities would be limited to weekdays between the hours of 7:00 a.m. and 5:00 p.m. and no night-time construction is required, which would limit noise impacts to neighboring residences. The project proponent shall prepare and implement a Construction Noise Control Plan consistent with the County's Health and Safety Policy #8.12 Construction Noise Control Plan (County of San Benito 2015). This policy requires all construction projects within 500 ft. of sensitive receptors to develop and implement construction noise control plans that consider available abatement measures to reduce construction noise levels as low as practical. Applicable measures to be considered would include (at a minimum) the following:

- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- Notify all abutting land uses of the construction schedule in writing; and

- Designate a "disturbance coordinator" (e.g., contractor foreman or authorized representative) who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (1, 2)

- b) **Less than Significant Impact.** Construction of the project would generate temporary groundborne vibration. A vibration impact could occur where noise-sensitive land uses are exposed to excessive vibration levels. Residences, which are considered sensitive receptors, are located within 250 ft. of the site. People residing in these areas could potentially be exposed to temporary groundborne vibration or groundborne noise levels.

Vibratory compactors or rollers and pavement breakers can generate perceptible vibration. Heavy trucks can also generate groundborne vibration, which varies depending on vehicle type, weight, and pavement conditions. The Federal Transit Authority has published standard vibration levels and peak particle velocities for construction equipment. Construction vibration impacts on building structure are generally assessed in terms of peak particle velocity or root mean square velocity. The root mean square velocity level and peak particle velocities for typical construction equipment are listed in Table 4.11-1 below. Table 4.11-1 also identifies anticipated Peak Particle Velocities for each type of equipment at a distance of 50 and 400 ft.⁷

Equipment	Approximate Velocity Level at 25 ft. (VdB)	Approximate Peak Particle Velocity at 25 ft. (inches/second)	Approximate Peak Particle Velocity at 50 ft. (inches/second)	Approximate Peak Particle Velocity at 400 ft. (inches/second)
Pile Driving (sonic)	104	0.644	N/A ¹	0.006
Pile Driver (impact)	112	1.518	N/A ¹	0.015
Large Bulldozers	87	0.089	0.031	0.001
Small Bulldozer	58	0.003	0.001	0.000
Loaded Trucks	86	0.076	0.027	0.001
Jackhammer	79	0.035	N/A ¹	0.000
Note: Data reflects typical vibration level. Source: (U.S. Department of Transportation, May 2006)				

⁷ Vibration amplitudes are usually expressed as peak particle velocity or the velocity of a parcel (real or imaged) in a medium as it transmits a wave.

For purposes of this analysis, excessive groundborne vibration would be 0.2 inches per second (as derived from the U.S. Department of Transportation, Earthborne Vibrations Technical Advisory equation for attenuation of vibration) which is the level at which vibration would cause damage to masonry and wood timber buildings. Vibration levels from construction equipment attenuate as they radiate from the source (U.S. Department of Transportation, May 2006). Sensitive receptors in the area could be exposed to groundborne vibrations of varying magnitudes depending on the type of equipment and proximity to construction activities, as shown in Table 4.11-1. Ground disturbing activities associated with project grading could involve the operation of large and small bulldozers and loaded trucks. These activities could impact sensitive receptors in the area. The vibration level associated with these types of equipment would attenuate to a maximum of approximately 0.003 inches per second at 25 ft., which would be well under the threshold of 0.2 inches per second. Moreover, the nearest sensitive receptor is located approximately 250 ft. from the site. At that distance, vibration levels due to construction activities would be even less. Vibration associated with the construction of the proposed project would be below levels that could cause damage to structures, would not result in prolonged interference for sensitive receptors, and would barely be perceptible. For these reasons, this represents a less than significant impact. (2)

- c) **Less than Significant Impact.** The ongoing operation of the proposed project may result in a potentially 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 and roadways. However, Highway 156 borders the site to the west, vehicle noise generated by the project would be consistent with noise generated by the highway and is consistent the surrounding land uses. The operational noise associated with trucks along Orchard Road and within the site could increase noise into this rural and agricultural environment. Operations would be from 5 a.m. to 6 p.m., with truck pickup and delivery extending to 10 p.m. The nearest sensitive receptors are the single-family homes located approximately 250 ft. from the project. Agricultural uses currently surround the site near these receptors and nearby homes are also subject to the traffic noise from Highway 156. Due to distance from the operations, proximity of homes to Highway 156, the level of truck trips anticipated and the nature of the agricultural use in the area, increased noise levels generated by the project would not result in a permanent increase in ambient noise levels in the project vicinity above levels existing without the project and operational noise levels at the nursery site would not exceed the County's 70 L_{dn} noise standard. This represents a less than significant impact. (2)
- d) **Less than Significant Impact.** Noise would be generated on the site during construction. This would temporarily elevate noise levels in the immediate project area from use of various construction equipment. This issue is addressed under item 4.11.3 a) above. Additionally, night time deliveries would intermittently increase noise in the project vicinity. The project is already within the 65dBA L_{dn} existing noise contour due to its proximity to Highway 156 as reported in the 2035 San Benito County General Plan RDEIR. The project is estimated to generate 133 daily trips, with 20 trips (15 in, 5 out) during the a.m. peak hour and 18 trips (7 in, 11 out) during the p.m. peak hour. The additional trips created by the project would be minimal as compared to the noise already created on Highway 156. This represents a less than significant impact. (1, 2)
- e) **No Impact.** The project is not located within an airport land use plan or near any public airports. There would be no impact in connection with the proposed project. (1)
- f) **No Impact.** The project is not located near any private airstrips. There would be no impact in connection with the proposed project. (1)

4.12 POPULATION AND HOUSING

4.12.1 Environmental Setting

The most recent census for the County was in 2017, with an estimated 60,310 residents living in the County. The 2012 to 2016 5-year average total amount of housing units was 18,876 homes in the County⁸.

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. 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 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 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.

4.12.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

⁸ United States Census Bureau Website:

<https://www.census.gov/quickfacts/fact/table/sanbenitocountycalifornia#viewtop>. Accessed September 6, 2018.

4.12.3 Explanation

- a) **Less than significant impact.** The project has the potential for impacts to population associated with job growth. As noted above, the proposed project would add 50 jobs, however these jobs would be phased over a six (6) year period, please see Table 4.12-1 below. As shown in Table 4.12-1 below, the initial build-out of the facility would require 17 new hire employees. The current business plan is to have the existing employees working for T&A at the Shore Road & Fairview Road facility in the City of Hollister, move to the new transplant nursery. As a result, for at least the initial phase of operation at least, no new employees would be brought into the County, this represents a less than significant impact to population growth.

Employees	2026	2026	2023	2022	2021	2020
Manager	1	1	1	1	1	1
Grower	1	1	1	1	1	1
Pest	1	1	1	1	1	1
Fertilizer	1	1	1	1	0	0
2 Employees/4 Ranges	13	10	8	7	4	2
Maintenance	1	1	1	1	1	1
Office	1	1	1	1	0	0
Sowing Lead	1	1	1	0	0	0
Sowing Lines	12	8	6	4	4	4
Forklift Drivers	4	3	3	2	1	1
Truck Drivers	3	2	2	2	2	2
Sanitation/Custodial	1	1	1	0	0	0
Tray Loading/Cleaning	10	10	10	8	8	4
Total	50	41	37	29	23	17
Source: Email communication with Jeffery Nohr, September 10, 2018 as updated November, 2018						

At full project buildout, the transplant nursery would employ 50 workers. Compared to the estimated 60,310 people residing in the County as of 2017, this would not be considered a substantial increase in population growth. The County General Plan accounts for a 9.44 percent increase in jobs each year. Based on the 2017 population estimates, a 9.44 percent increase in jobs would equate to an additional 5,693 jobs. The increase in jobs proposed by the project would represent only 0.09 percent of the projected job growth. In addition, the project does not propose any off-site improvements that would result in population growth. As such, the population increase resulting from the Project would not constitute substantial unplanned population growth. Impacts would be less than significant. (1, 2, 3)

- b - c) **No Impact.** As stated above, the anticipated job growth associated for the proposed project is already accounted for in the County General Plan. The proposed use is agricultural, consistent with the current AP zoning. In addition, the project does not include displacement of housing, and thus would not necessitate the construction of replacement housing elsewhere. In addition, the current project site does not include housing and, thus, would not displace a substantial number of people, necessitating construction of housing elsewhere. As such, there would not be an impact associated with displacing housing or people, necessitating the construction of replacement housing elsewhere. (1, 2, 3)

4.13 PUBLIC SERVICES

4.13.1 Environmental Setting

Fire protection services in unincorporated San Benito County (including the project site), as well as the Cities of Hollister and San Juan Bautista, are provided primarily by the City of Hollister Fire Department, which absorbed the San Benito County Fire Department in 2013. The closest station to the proposed project site is Station 3 located at 110 5th Street in the City of Hollister, which is located 6.5 miles from the proposed project. Other agencies provide fire protection services as well, including; Aromas Tri-County Fire Department; San Juan Bautista Volunteer Fire Department; and CAL FIRE. The City of Hollister Fire Department has two agreements with CAL FIRE: the automatic aid agreement provides automatic fire protection services, and the mutual aid agreement provides fire protection service upon radio request by the City of Hollister Fire Department.

In addition, the proposed project area is served by the San Benito County Sheriff's Office. The San Benito County Sheriff's Department coverage area encompasses the entire unincorporated areas of the County (including the project site). The San Benito County Sheriff's Department is located at 2301 Technology Parkway in the City of Hollister, which is located approximately four 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 21 sworn deputy allocations whom serve the unincorporated areas of the County, which does not include sworn officers for incorporated cities.

The Department mainly receives funding from the County's General Fund, which is derived from property taxes, sales tax revenue, and user fees. In addition, San Benito County Code Title 5 (Finance), Chapter 5.01 (County Fees), Article IX (Capital Improvement Impact Fees) (Sections 5.01.310.325) establishes development impact fees requiring that new development provide a fair share contribution toward the provision of capital improvements, including buildings, facilities, personnel, and/or equipment needed in order to provide effective police protection services.

4.13.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.3 Explanation

- a-b) **Less than significant impact.** Construction and implementation of the proposed project would require fire and police protection services. This increase in service population would not require additional police staff and vehicles such that new or expanded police facilities would need to be constructed. Construction of the proposed project would result in 50 full time employees, as stated above in **Section 4.12 Population and Housing**. This increase in jobs is accounted for in the County General Plan and does not represent a significant increase in service population. The City of Hollister Fire Department and San Benito County Sheriff already serve adjacent properties, demonstrating that based on distance between the project site and existing stations the proposed project would not trigger the need to construct new stations or expand existing services. This represents a less than significant impact. (1, 2, 3)
- c-e) **No Impact.** The proposed project would not require any additional public services, such as schools, parks, or other public services. The project does not include new or physically altered school, park or other public services or facilities. In addition, the proposed project would not require new schools, parks or other facilities, as it includes a new transplant nursery consistent with the zoning for the surrounding area as well as population projections. There would be no impact to schools, parks, or other public services. (1, 2, 3)

4.14 TRAFFIC/TRANSPORTATION

4.14.1 Environmental Setting

The following discussion is based on a Traffic Impact Analysis (TIA) prepared by Keith Higgins, Traffic Engineer (July 6, 2018). This report is presented in **Appendix H**. The report summarizes the potential transportation impacts associated with the proposed project. Vehicular, pedestrian, bicycle and transit circulation issues were evaluated at the project site and the immediately surrounding street network. The locations of the project site and study area are indicated on **Figure 4.14-1, TIA Study Area**.

Study Intersections

The a.m. and p.m. peak periods were analyzed at the following intersections:

1. SR 156 / Fairview Road
2. Pacheco Highway / Fairview Road
3. Orchard Road / Fairview Road

In addition, the project driveway on Orchard Road was also analyzed.⁹ Exhibit 3 of the TIA shows the existing traffic control and lane configurations at the study intersections.

⁹ As shown on the Project site plan (**Figure 1.5**), there will be three gated access points into the project from Orchard Road. To be conservative, all three driveways have been consolidated into one project driveway for analysis purposes.

Methodology

Traffic Operation Evaluation Methodologies

Intersection traffic operations were evaluated based upon the level of service (LOS) concept. LOS is a qualitative description of an intersection's operations, ranging from LOS A to LOS F. Level of Service "A" represents free flow uncongested traffic conditions. Level of Service "F" represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. The analysis was performed using the 2010 Highway Capacity Manual (HCM) methodologies. LOS descriptions for each type of existing traffic control at the study intersections (i.e., signal and one-way stop) are included as Appendix A of the TIA.

Intersection traffic operations were evaluated using the Synchro© traffic analysis software (Version 10) which is based on HCM methodologies. Please see the TIA for more information on the analysis software and/or methodology.

Level of Service Standards

The study area covers the jurisdictions of multiple public agencies, including the County of San Benito and the California Department of Transportation (Caltrans). The Caltrans level of service standard is the transition from LOS C to LOS D (abbreviated as "C/D" in this report) applies to Intersection #1 only. The remaining study intersections in the study area are under the jurisdiction of the County. The County level of service standard is LOS D, which applies to Intersections #2 and #3.

Modeling of Right Turn on Red (RTOR)

All the signalized study intersections allow right turns on red (RTOR), which generally reduce the overall intersection delay, thus improving the overall intersection level of service and affecting the intersection LOS calculations. There are several options to model RTOR with different traffic analysis software packages, but the only method prescribed by the HCM for modeling RTOR is to reduce the input volumes to account for vehicles turning right on red. Where an exclusive right turn lane movement runs concurrent with a protected left turn phase from the cross street, the HCM allows for the right turn volume to be reduced by the number of simultaneous left turners. However, the length of the right turn lane affects the number of vehicles that can turn right on red. This is because a short right turn lane can result in right turning vehicles being trapped in the queue with vehicles in the through lane. For the purposes of this analysis, it is assumed that no vehicles would be able to turn right on red at any of the study intersections.



Source: Keith Higgins, Traffic Engineer, July 25, 2018

Title:
**Traffic Impact Analysis
 and Study Area**

Date: 8/1/2018
 Scale: N/A
 Project: 2018-32



Monterey | San Jose
Denise Duffy and Associates, Inc.
 Environmental Consultants Resource Planners
 947 Casa Street, Suite 5
 Monterey, CA 93940
 (831) 373-4341

Figure
4.14-1

Regional Transportation Impact Mitigation Fee

The Council of San Benito County Governments (COG) administers the San Benito County Regional Transportation Impact Mitigation Fee (TIMF). This fee funds construction of traffic improvements across San Benito County, including at the nearby SR 156 / Fairview Road intersection. The TIMF is assessed based upon the square footage of the proposed building to be occupied by the project. The actual amount owed by the project towards the TIMF will be determined by San Benito County, based upon the project definition and the fee rates established in Regional Transportation Impact Mitigation Fee Nexus Study (Michael Baker International, January 2016).

Existing Traffic Conditions

Existing Traffic Network

The site would be accessed via Orchard Road. Regional access to the project site is provided by State Route 156 and Fairview Road. Another roadway serving the study area is the Pacheco Highway (SR 152). A brief description of each roadway can be found in the TIA.

Existing Pedestrian and Bicycle Network

There are no sidewalks along any of the study roadways, including Orchard Road near the project site. According to the San Benito County Bicycle and Pedestrian Master Plan prepared by Alta Planning + Design, dated December 2009, there are currently no bicycle facilities of any kind near the project site, although the paved shoulders on SR 156 are of sufficient width to accommodate bicycles. No bicycle improvements are proposed in the study area.

Existing Transit Service

San Benito County Local Transportation Authority (LTA) provides fixed-route bus service in San Benito County. Operating as County Express, it provides three lines in Hollister, plus intra-county service to Gilroy via San Juan Bautista, Dial-a-Ride and Paratransit services. There is no bus service to the study area. The nearest bus stop is located near the intersection of San Felipe Road and Fallon Road, nearly 4 miles from the project site.

Existing Vehicle Circulation

As shown in **Table 4.14-1** below, all of the study intersections currently operate at or better than their respective level of service standards. No improvements are recommended for existing conditions. Please see the TIA for more information on peak turning movement volumes and LOS calculations for existing conditions.

Table 4.14-1 Intersection Levels of Service for the Project																
N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Background Without Project Conditions		Background Plus Project Conditions		Cumulative Without Project Conditions		Cumulative Plus Project Conditions	
					Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. SR 156 Road	Fairview Road	Signal	C/D	a.m.	23.0	C	23.4	C	29.7	C	30.5	C	46.6	D	48.0	D
				p.m.	25.7	C	26.0	C	77.8	E	79.0	E	195.2	F	196.5	F
2. Pacheco Highway	Fairview Road	One-Way Stop	D/D	a.m.	9.9	A	10.0	B	10.1	B	10.2	B	10.5	B	10.5	B
				p.m.	10.6	B	11.0	B	13.9	B	14.0	B	18.5	C	18.7	C
3. Orchard Road	Fairview Road	One-Way Stop	D/D	a.m.	11.9	B	12.1	B	15.9	C	16.4	C	24.0	C	25.3	D
				p.m.	11.1	B	11.2	B	13.0	B	13.1	B	16.3	C	16.6	C
4. Orchard Road	Project Driveway	N/A	D/D	a.m.	N/A		8.5	A	N/A		8.5	A	N/A		8.6	A
				p.m.			8.6	A			8.6	A			8.6	A

Notes:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Overall Caltrans level of service standard is the transition between LOS C and LOS D, abbreviated as "LOS C/D". San Benito County overall level of service is LOS D. Side-street standard is assumed as LOS D.
4. For signalized intersection analysis, delay is average overall delay in seconds per vehicle (sec/veh). For one- and two-way stop intersections, delays are side-street operations, also in seconds per vehicle (sec/veh).
5. Analysis performed using 2010 Highway Capacity Manual methodologies.
6. N/A = Not Applicable. This Intersection does not exist under this scenario.
7. Level of service calculations can be found in Appendices C through H.
8. LOS highlighted in gray indicates intersection operating below level of service standard.
9. LOS with a thick black border represents a significant impact. Resulting levels of service with recommended improvements noted under "With Improvements".

Existing Pedestrian and Bicycle Circulation

There is no pedestrian or bicycle traffic at any of the study intersections. As discussed above, there are no sidewalks or bicycle facilities provided in the study area.

Background Without Project Conditions

Background Without Conditions represents traffic conditions with the additional traffic from land development that is approved but not yet built. Thus, Background Without Project volumes are approximately 8 - 10 years beyond Existing conditions. This scenario does not include trips from the proposed project.

Background Traffic Volumes

Background traffic growth on the study street network was estimated using the following methods:

1. Traffic Growth Predictions from *San Benito County General Plan Revised Draft Environmental Impact Report*. First, the net traffic growth predicted at the SR 156 / Fairview intersection between Existing and General Plan conditions, as documented in the San Benito County General Plan Revised Draft Environmental Impact Report, prepared by EMC Planning Group, dated March 16, 2015, was derived. Then, approximately 50% of this growth was applied to the SR 156 and Fairview Road corridors at the study intersections to estimate Background traffic growth.
2. Potential Traffic Growth on Orchard Road: Background traffic growth on Orchard Road was estimated based upon the potential development of half of the agricultural or vacant properties that connect to Orchard Road. Per the 2035 San Benito County General Plan, all of these parcels are zoned as Agricultural, which allows residential development at a rate of one unit per 5 acres. A maximum of

approximately 160 units could be built on Orchard Road; half of which is 80 units. Hence, trip activity for 80 units was applied to Orchard Road. Note that the largest concentration of future homes on Orchard Road could be built at the vacant parcels on either side of Orchard Road near Fairview Road.

This background traffic growth was distributed through the study intersections and added to the Existing traffic volumes to create the Background Without Project conditions traffic volumes depicted in Exhibit 9 of the TIA.

Vehicle Circulation

Background Without Project condition intersection levels of service are summarized in Table 4.12-1, above. The LOS calculation sheets for Background Without Project conditions can be found in Appendix E of the TIA.

Most of the study intersections would continue to operate at or better than their respective level of service standards under Background Without Project conditions. However, the following intersection would operate below its respective level of service standards:

1. SR 156 / Fairview Road – LOS C (a.m.), LOS E (p.m.)

Cumulative Without Project Conditions

The Cumulative Without Project traffic condition is defined as traffic conditions roughly eighteen years beyond existing conditions (i.e., the Year 2035).

Derivation of Cumulative Without Project Condition Traffic Volumes

The traffic volume growth under the Cumulative Without Project conditions were derived similar to the Background growth described previously. The remaining 50% of the projected traffic growth from both the 2035 San Benito General Plan and the Orchard Road residential growth was added to the Background Without Project volumes to create the Cumulative Without Project traffic volumes. Exhibit 11 in the TIA contains the Cumulative Without traffic volumes at the study intersections.

Vehicle Circulation – Intersections

Cumulative Without Project conditions a.m. and p.m. intersection levels of service are summarized on Exhibit 5A of the TIA. The LOS calculation sheets for Cumulative Without Project traffic conditions can be found in Appendix G of the TIA.

Most of the study intersections under Cumulative Without Project conditions would operate at or better than their respective level of service standards. However, the following intersection would operate below its respective level of service standard:

1. SR 156 / Fairview Road – LOS D (a.m.), LOS F (p.m.) – The San Benito County General Plan recommends widening SR 156 to four lanes by General Plan Buildout. In addition, it recommends adding a northbound SR 156 right turn lane. The intersection improvements will be primarily funded by the San Benito County Regional Transportation Impact Fee administered by the COG. About 26.7% of the traffic growth is attributable to through traffic that neither begins nor ends in the County. State and federal funding sources will be used for the through traffic component.

Pedestrian and Bicycle Circulation

There are no planned pedestrian network or bicycle facility improvements in the study area.

Site Access and Internal Circulation

Site Access

As shown on Exhibit 2 of the TIA, the project site would have three gated driveways onto Orchard Road. For analysis purposes, these driveways were consolidated into one driveway. This driveway is projected to operate acceptably through Cumulative Plus Project conditions. No improvements are necessary at the project driveways based on projected operations.

Appendix I of the TIA contains a northbound left turn warrant¹⁰ evaluated at the consolidated project driveway. The warrant was not found to be met for any of the analysis scenarios. Hence, a northbound left turn lane on Orchard Lane at the project driveways is not necessary. As there would not be any traffic to the project site coming from the north on Orchard Road, a southbound Orchard Road right turn lane is also not necessary at the project driveways.

Internal Circulation

Most of the project traffic is anticipated to use the central driveway, as it provides the most direct access to the on-site parking area at the center of the project site. Each of the driveways would be paved at Orchard Road and would become gravel roads as one progresses into the project site. The driveways connect to various gravel roadways located between the greenhouses, all of which are 40 ft. in width; this width is more than adequate to allow to vehicles to pass one another while still a comfortable distance from the greenhouse structures.

4.14.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

¹⁰ Warrants are developed by agencies and provide volume guidelines for the installation of left turn lanes.

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION/TRAFFIC. Would the project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.3 Explanation

Significance Criteria

According to the CEQA guidelines, a project may have a significant effect on the environment if it would cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system. Neither Caltrans nor the County of San Benito have established formal significance criteria for roadways under their jurisdiction. The following significance criteria have been used within this study, based upon the jurisdiction of each study intersection:

Caltrans

For the purposes of this analysis, a significant impact would occur in either of the following two conditions at a Caltrans facility:

- A significant impact would occur if an intersection operating at LOS A, B or C degrades to LOS D, E or F; or
- For intersections and roadway segments already operating at LOS D, E or F, a significant impact would occur if the addition of project trips causes the overall intersection delay to increase by more than 5.0 seconds.

County of San Benito

For the purposes of this analysis, a significant impact would occur in either of the following two conditions at County of San Benito facilities:

- A significant impact would occur if an intersection operating at LOS A, B, C or D degrades to LOS D, E or F; or
 - For intersections and roadway segments already operating at LOS E or F, a significant impact would occur if the addition of project trips causes the intersection delay to increase by more than 5.0 seconds.
- a) **Less than Significant with Mitigation Incorporated.** The project is estimated to generate a net 133 daily trips, with 20 trips (15 in, 5 out) during the a.m. peak hour and 18 trips (7 in, 11 out) during the p.m. peak hour. **Figure 4.14-2** depicts the trip distribution for the project.

Vehicle Circulation

All of the study intersections under Existing Plus Project conditions continue to operate at or better than their respective level of service standards. No improvements are required.

Most of the study intersections under Background Plus Project conditions would operate at or better than their respective level of service standards. However, the intersection at SR 156 / Fairview Road – LOS C (a.m.), LOS E (p.m.) would operate below its level of service standard. Overall operation at this intersection under Background Plus Project conditions would operate at a deficient LOS E during the p.m. peak hour, the same level of service as for Background Without Project conditions. Trips from the study project would increase overall intersection delay by 1.2 seconds above Background Without project conditions, which is less than the 5.0 seconds threshold that would be considered significant. Per the Caltrans significance criteria presented above, the project would not represent a significant impact at this intersection. No improvements are required.

Most of the study intersections under Cumulative Plus Project conditions would operate at or better than their respective level of service standards. However, the intersection at SR 156 / Fairview Road – LOS D (a.m.), LOS F (p.m.) would operate below its level of service standard. Overall operation at this intersection under Cumulative Plus Project condition would operate at a deficient LOS D during the a.m. peak hour and a deficient LOS F during the p.m. peak hour; these are the same level of service as for Cumulative Without Project conditions. Trips from the study project would increase overall intersection delay by 1.4 seconds (a.m.) and 1.3 seconds (p.m.) above Cumulative Without Project conditions, which are both less than 5.0 seconds. Per the Caltrans significance criteria presented above, the project would not represent a significant impact at this intersection. No improvements are required. However, the project would add incrementally to cumulative traffic growth. It would be required to pay the San Benito County Regional Transportation Impact Fee administered by the Council of San Benito County Governments that is discussed in **Mitigation Measure 4.14-1**, below.

Pedestrian & Bicycle Circulation

The project is anticipated to generate little to no pedestrian or bicycle traffic, due to the relative isolation of the project site from population areas and the lack of pedestrian facilities in the area. The project would not represent a significant impact to pedestrian or bicycle circulation.

Transit Circulation

The project is anticipated to generate no increase in transit usage by employees or visitors to the project site. The project would not represent a significant demand for, or impact to transit service.

Although the project would not have a significant impact on vehicle, pedestrian & bicycle, and transit circulation, the project would still be required to responsible for payment of the San Benito County Regional TIMF administered by the Council of San Benito County Governments. 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 a 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. This is considered a potentially significant impact that can be reduced to a less than significant level with the implementation of **Mitigation Measure TRA 4.14-1** described below. (1, 2, 3, 4, 14, 20)

Mitigation

TRA 4.14-1 Prior to construction, the project applicant would be responsible for payment of the San Benito County Regional Transportation Impact Mitigation Fee (TIMF), which would represent the project's contribution towards countywide roadway improvements funded by the fee program. San Benito County will determine the exact fee amount attributable to this project.

The structural integrity of a roadway is rooted in the ability to withstand repeated truck traffic. While passenger car traffic has a negligible impact on pavement lifespan, truck traffic affects a roadway's usable lifespan in a disproportionate manner. An insufficient pavement thickness can lead to rutting and potholes with repeated truck traffic, requiring repaving more frequently than would otherwise be anticipated. Therefore, it is important that a roadway be designed such that it can accommodate anticipated truck traffic demands. Caltrans uses two concepts to determine the correct pavement thickness – Equivalent Single Axle Load (ESAL) and Traffic Index (TI) (see the TIA for more information on these concepts).

Exhibit 13 in the TIA summarizes the TI calculations for two sections of Orchard Road – 1) north of Fairview Road; and 2) along the project frontage. As shown on Exhibit 13 in the TIA, the TIA determined the existing TI for both sections of Orchard Road is 8.0. However, upon review from the County Public Works further testing is required to adequately determine the TI of Orchard Road. To determine the adequacy of the existing pavement thickness of Orchard Road to accommodate the existing and future pavement loading, a pavement analysis was performed by Grice Engineering. It is documented in a letter entitled, "Evaluation of Existing Pavement of Orchard Road along frontage of site", June 29, 2018. The evaluation was performed to determine whether the existing pavement is adequate to accommodate existing pavement loading as well as future pavement loading from the Tanimura & Antle project as well as residential buildout of lands served by Orchard Lane. The report is included as Appendix K of the TIA. This is considered a less than significant impact. Preliminary information from the report indicated pavement impacts would be adequate to meet County requirements. However, updated analysis is currently being conducted by Grice Engineering based upon review by the County of San Benito Public Works Department. The County requested further testing to determine if the existing pavement is adequate or whether additional pavement improvements would be necessary to serve the project and area residents on Orchard Road. The results

of the testing would determine if additional pavement improvements would need to be made a condition of project buildout. This is considered a potentially significant impact that can be reduced to a less than significant level with the implementation of **Mitigation Measure TRA 4.14-2** described below. (1, 2, 3, 4, 14, 20)

Mitigation

TRA 4.14-2 Prior to construction, the project applicant shall complete all testing and analysis required to determine the pavement thickness of Orchard Road needed to comply with applicable County requirements for pavement loading, subject to review and approval by the County Public Works Department.

If after review by Public Works, testing indicates pavement thickness would be adequate to meet County requirements, no further action is required.

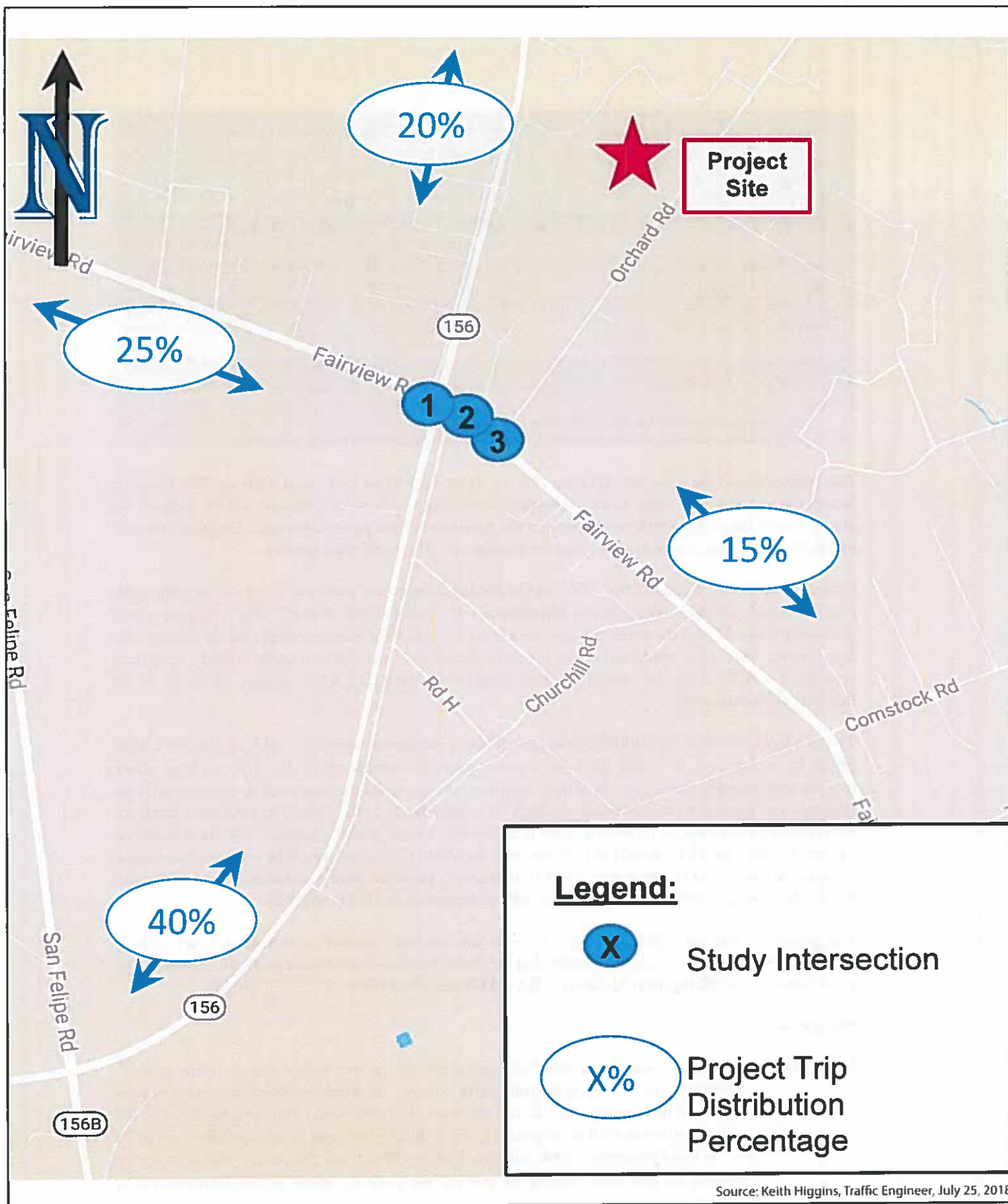
If testing and analysis indicate additional improvements would be necessary for full project buildout, the County shall inform the applicant of requirements for funding and improvements for the full buildout of the project and enter into an agreement for future timing and completion of construction improvements.

Additionally, San Benito County Ordinance 860, Section 4, included in Appendix K in the TIA establishes the classification of roadways in the county. Each classification has a corresponding roadway width and maximum Average Daily Traffic (ADT). Appendix K contains a table from Road Classification Ordinance that identified the vehicle classification and associated characteristics.

Recommended Classifications

Table 4.14-2 summarizes the roadway classifications for Orchard Road, based on the existing and projected ADT. As with the TI calculations, the roadway classifications were determined for two sections of Orchard Road – 1) north of Fairview Road; and 2) along the project frontage.

As shown on **Table 4.14-2**, the current ADT on Orchard Road is 924 vehicles per day near Fairview Road and 844 vehicles per day along the project site. This corresponds to a Local Residential (through) classification which corresponds with a range in ADT of 501 to 1,500.



Source: Keith Higgins, Traffic Engineer, July 25, 2018

Title:
Trip Distribution

Date: 8/1/2018
 Scale: N/A
 Project: 2018-32



Monterey | San Jose
Denise Duffy and Associates, Inc.
 Environmental Consultants Resource Planners
 947 Cass Street, Suite 5
 Monterey, CA 93940
 (831) 373-4341

Figure
4.14-2

Table 4.14-2 San Benito County Roadway Classifications for the Project				
Scenario	Roadway Orchard Road			
	North of Fairview Road		Along Project Frontage	
	ADT	Classification	ADT	Classification
Existing	924	Local Residential	844	Local Residential
Existing Plus Project	1,057	Local Residential	844-977	Local Residential
Background Without Project	1,242	Local Residential	972	Local Residential
Background Plus Project	1,357	Local Residential	977-1105	Local Residential
Cumulative Without Project	1,560	Collector no access	1,100	Local Residential
Cumulative Plus Project	1,693	Collector no access	1,100-1233	Local Residential
Notes:				
1. ADT = Average Delay Traffic (Two-Way), in vehicles per day.				
2. County roadway classification per San Benito County Ordinance 860, Section 4, adopted in 2010.				

The project would increase the ADT by 133 (or about 12.5%) to 1,057 near Fairview Road and by between 0 and 133 to 977 just south of the project driveway at the south boundary of the project. No change above the existing 844 would occur at the north end of the project frontage. The project would increase traffic along the project frontage an average of 7.9%, or 67 trips per day.

Under General Plan Buildout, the ADT on Orchard Road increase to nearly 1,700 vehicles/day near Fairview Road, which corresponds to a classification of "Collector No Access". This condition would not be experienced until the entire tributary area served by Orchard Road is completely developed with 5-acre home sites. This would not occur for many decades. Under this extremely unlikely, long term scenario, the ADT along the project frontage would be about 1,233, which remain within the Local Residential classification.

The San Benito County Local Residential classification requires a pavement width on Orchard Road of 28 ft., which is 4 ft. wider than the current pavement width of 24 ft.. The roadway width requirements actually exceed the Local Road width requirements for the American Association of State Highway and Transportation Officials (AASHTO) (Appendix M of the TIA). The pavement width for a road with a daily volume of 400 to 1,500 is 20 ft. with 5-foot graded shoulders. Orchard Road has pavement width of 24 ft., which already exceeds the AASHTO standards. The total graded section indicated in the AASHTO guidelines of 30 ft. is generally provided along the entire length of Orchard Road. The existing Orchard Road complies with or exceeds AASHTO standards.

The project would only add 7.9% to 12.5% to the existing volumes on Orchard Road. This is considered a potentially significant impact that can be reduced to a less than significant level with the implementation of **Mitigation Measure TRA 4.14-3** described below. (1, 2, 3, 4, 14, 20)

Mitigation

TRA 4.14-3 Prior to the issuance of final building permit, the project will perform a traffic study to determine the then-current daily traffic volume on Orchard Road between Fairview Road and the project site. If said volumes are at or over 1,500 vehicles per day, the project applicant shall be responsible for widening Orchard Road to a minimum of 28 feet in total pavement width between Fairview Road and the project site prior to the issuance of the final building permit for the project, unless already constructed by

others. This roadway widening shall conform to the standards and requirements of the County of San Benito.

In conclusion, the proposed project would have potentially significant impacts conflicting with applicable plans, ordinances or policies establishing measures of effectiveness for the performance of the circulation system. The implementation of **Mitigation Measure TRA 4.14-1** and **Mitigation Measure TRA 4.14-2** would ensure that these potential impacts effects due would be reduced to a less-than-significant level.

- b) **Less than Significant with Mitigation Incorporated.** See a) above. The project would result in potentially significant impacts conflicting with 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. The implementation of **Mitigation Measure TRA 4.14-1** and **Mitigation Measure TRA 4.14-2** would ensure that these potential impacts effects due would be reduced to a less-than-significant level. (1, 2, 20)
- c) **No Impact.** Implementation of the proposed project would not result in any change to air traffic patterns. (1, 2, 3, 20)
- d) **No Impact.** The proposed project would not involve a hazardous design feature or incompatible uses. (1, 2, 20)
- e) **No Impact.** The proposed project would not result in inadequate emergency access. (1, 2, 3, 20)
- f) **No Impact.** As stated above the proposed project is anticipated to generate little to no pedestrian traffic and bicycle traffic, due to the relative isolation of the project site from population areas and the lack of pedestrian facilities in the area. In addition, the project is anticipated to generate no increase in transit usage by employees or visitors to the project site. As a result, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. (1, 2, 20)

4.15 TRIBAL CULTURAL RESOURCES

4.15.1 Environmental Setting

Holman & Associates contacted the NAHC to request a search of the Sacred Lands File and the current list of Native American contacts for the project location in order to initiate consultation under California AB 52 Amendment to CEQA.

The NAHC responded that the search of the Sacred Lands File for the project vicinity found one tribal resource associated with the Amah Mutsun Tribal Band within the project area. The list obtained from the NAHC included five Native American contacts. Each of the contacts was contacted in a letter sent via email on May 26, 2018. Information in the letter included the project description, results of the Sacred Lands File search, results of the records search, results of the site reconnaissance and subsurface testing, a project location map, and the project master plan.

The parties contacted were asked to consider the letter and project information as notification of a proposed project as required under CEQA, specifically Public Resources Code 21080.3.1 and Chapter 532 Statutes of 2014 (AB 52). Comments were requested in writing within 30 days. Return contact information was provided to facilitate multiple options for responses by letter, fax, email, or phone. The following contacts were sent consultation letters:

- Valentin Lopez, Chairperson, Amah Mutsun Tribal Band
- Irenne Zwierlein, Chairperson, Amah Mutsun Tribal Band of Mission San Juan Bautista
- Karen White, Council Chairperson, Xolon-Salinan Tribe
- Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan
- Donna Haro, Tribal Headwoman, Xolon-Salinan Tribe

The consultation process resulted in direct contact with four of the five Native American contacts (80 percent) on the list provided by NAHC. A record of the consultation process is attached to the cultural resources report¹¹. There has been no formal request for consultation under AB 52 to this point in the consultation process.

4.15.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.15.3 Explanation

- No Impact.** As described above in Section 4.5 Cultural Resources the results of the Cultural Resources Report indicate there are no historical resources within the project area. As a result, the proposed project would not cause a substantial adverse change in the significance of a tribal cultural resources as defined in Public Resources Code Section 21074. (2, 3, 13)
- Less than Significant Impact with Mitigation Incorporated.** Both the site reconnaissance and subsurface testing were negative for prehistoric archaeological materials within the project area and the site has been significantly disturbed with a lengthy history of agricultural practices on the property.

¹¹ For a copy of the Cultural Resources Report please contact the Lead Agency; the Cultural Resources Report is not attached to the document for privacy.

However, one prehistoric archaeological resource, CA-SBN-49/H, has been recorded in the north portion of the project area between Pacheco Creek and Orchard Road (however, not found in the recorded location during site analysis), and pursuant to California AB 52 tribal consultation was initiated. The consultation process resulted in direct contact with four of the five Native American contacts on the list provided by NAHC. The results of this investigation suggest the project area should be treated as very sensitive for prehistoric archaeological resources. This is considered a potentially significant impact that can be mitigated to less than significant with incorporating of **Mitigation Measures 4.5-1, 4.5-2, and 4.5-3** outlined above in **Section 4.5 Cultural Resources** above. (2, 3, 13)

4.16 UTILITIES AND SERVICE SYSTEMS

4.16.1 Environmental Setting

Water Supply and Delivery

According to the San Benito County General Plan RDEIR, the three primary sources of water supply in the County include water purchased and imported from the CVP by the SMCWD, local surface water stored in and released from SBCWD owned and operated Hernandez and Paicines reservoirs, and local groundwater pumped from wells. While the SBCWD is the CVP wholesaler for municipal and industrial use and has jurisdiction over water management throughout the County, much of the population is served by other water purveyors, including the City of Hollister, Sunnyslope County Water District (SSCWD), and other small local purveyors. Some communities within the County are not served by water districts or do not have water systems that provide water service. These communities and rural residents must rely on private wells and groundwater.

SBCWD has a San Felipe CVP contract for up to 43,800 AF from San Luis Reservoir (Contract No. 8-07-20-W0130). The majority of CVP water is delivered for agricultural purposes but some is also delivered for municipal and industrial (M&I) purposes. SBCWD operates and maintains both the Hollister Conduit and San Justo Reservoir and participates in the operation and maintenance of pumping and conveyance facilities from San Luis Reservoir through a joint operating agreement with Santa Clara. CVP water is delivered into Zone 6 of San Benito through a pressurized distribution system that extends from San Justo Reservoir to the district distribution system. Zone 6 is the only portion of San Benito that is authorized to receive CVP water. (Dept. of Interior 2017); CVP water is available to the project site.

For the last decade (2000-2010) total water use, including CVP 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), depending on weather conditions, the economy, and water conservation measures. Total water use in Zone 6 generally declined over the period from 2000 to 2010, with year-to-year fluctuations most likely caused by variable weather conditions. Long term trends may be due to the economy and water conservation. Agricultural, municipal, and industrial use has generally declined during this same time frame, mostly due to conservation and the economic downturn.

Water will be supplied by two water supply wells that are located on the property already and supply water for irrigation and domestic water. New water tanks will be installed northeast of the drive near the existing well located adjacent to the creek and will be approved by San Benito County Health Department.

Wastewater System

According to the San Benito County General Plan RDEIR, most of the unincorporated areas of San Benito County lack public sewer infrastructure and instead are serviced by either community septic systems or individual septic systems and leachfield disposal. The incorporated areas, including Hollister and San Juan

Bautista, are serviced by each city's wastewater and sewer services. Unincorporated areas in the County that have public wastewater service are served by the Sunnyslope County Water District, the Tres Pinos Water and Sewer District, or by one of four County Service Areas (CSAs). The four CSAs with sewer collection and treatment facilities in the county include: CSA #22 Cielo Vista, CSA #51 Comstock Estates, CSA #54 Pacheco Creek Estates, and CSA #45 Rancho Larios. The majority of the sewer districts that provide wastewater service in the unincorporated County have service areas that also cover the cities of Hollister and San Juan Bautista, and planned developments within several subdivisions outside city limits. Communities south of Hollister, near Tres Pinos and in the far western and southern portion of the County, are on septic systems.

A new septic tank and leach field sewer system will be designed to support the office space at the center building. Sizing requirements will be based on the 50-person occupant-load anticipated at full buildout and will support restrooms, break rooms and domestic needs.

Storm Drainage

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 onsite or to unlined ditches and swales or to be used for irrigation and other uses.

The site will be developed with a minimum 50-foot setback to Pacheco Creek and all runoff will be directed away from the creek. Additionally, two new vegetated basins totaling 15.2 acre-ft. (located in the middle of the project side and on the southwest corner, see Figure 1.5) and a 1,500-foot long vegetated swale (located along the southern boundary of the project site, see Figure 1.5) to retain and clean stormwater will be strategically located to intercept runoff before there is any discharge from the site. As the disturbed area exceeds one (1) acre, the project applicant will also be responsible for obtaining Construction Activities Storm Water General Permit (General Permit), file a complete Notice of Intent (NOI) package, and develop a SWPPP per SWRCB requirement. The project will be conditioned to require a Waste Discharger identification (WDID) number or Erosivity Waiver to be provided to County Public Works prior to start of any construction activities as part of this project. Additionally, project conditions will require compliance with County Drainage Standards, provision of final drainage and erosion control details for the project and that all drainage improvements be installed prior to issuance of occupancy permit, per County Public Works (RMA correspondence, August 29, 2018).

Solid Waste

The current solid waste disposal and recycling service provider for the City of Hollister, the City of San Juan Bautista, and most parts of unincorporated San Benito County is Recology San Benito County. Recology transports solid waste to the John Smith Road Landfill (JSRL), which is owned by the San Benito County Integrated Waste Management Department (IWMD) and operated by Waste Connections, Inc. The JSRL is the only operating active solid waste landfill in San Benito County.

The JSRL is located at 2650 John Smith Road, approximately five miles southeast of downtown Hollister, in the unincorporated County. It has a maximum permitted throughput of 1,000 tons per day and, as of March

31, 2018 has a remaining capacity of approximately 3,499,000 cubic yards (CalRecycle, 2018). According to available information from the Central Coast RWQCB regarding the JSRL, based on current waste disposal rates, the estimated closure date (when capacity is expected to be reached) is 2032 (CalRecycle, 2018).

Electric and Gas

Gas and electric service for the proposed project would be provided by PG&E. In 2016, PG&E's power mix consists of approximately 33 percent renewable energy sources, with a goal of being 50 percent renewable by the end of 2030 (PG&E, 2017).

4.16.2 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.3 Explanation

- a-b) **Less than Significant Impact.** The proposed project would require construction of new wastewater treatment facilities. However, construction and implementation of the project would not exceed

applicable wastewater treatment requirements of the Regional Board. The project proposes a new septic tank and leach field sewer system designed to support the office space at the Center Building. Sizing requirements would be based on the 50-person occupant-load at full buildout and would support restrooms, break rooms and domestic needs. Additionally, the project would be required to receive approval from the San Benito County Health Department. The project would not exceed wastewater treatment requirements of the Regional Board. This represents a less than significant impact. (1, 2, 4, 9, 14, 23)

- c) **Less than Significant Impact.** As discussed in Section 4.9 Hydrology and Water Quality above, the proposed project would include two new vegetated basins totaling 15.2 acre-ft. and a 1,500- foot long vegetated swale to retain and clean stormwater would be strategically located to intercept runoff before there is any discharge from the site. However, construction of the basins would not result in an adverse environmental impact. Site design and runoff reduction measures are outlined for implementation during construction as required by the San Benito County Code of Ordinance and a stormwater control plan would be implemented as part of the NPDES permit. Compliance with the San Benito County Code and the NPDES permit would address potential impacts during construction of new stormwater facilities. This impact is considered a less than significant impact. (1, 2, 3, 4, 9, 14, 23)
- d) **Less than Significant Impact.** As discussed in Section 4.9 Hydrology and Water Quality above, two water supply wells are located on the Property and supply water for irrigation and domestic water. The existing wells would be used for irrigation and fire suppression water. A new domestic water well would be constructed to serve domestic requirements of the project. Full project buildout proposes a 50-person occupant load, including restrooms and break room facilities. In addition to the existing wells, Central Valley Water Project (non-potable “Blue valve”) water is also available onsite for irrigation.

The new project is anticipated to require an average daily demand of 0.11 acre-ft. per day during Phase 1 and 0.48 acre-ft. per day at full buildout during non-peak growing season. Water usage would be higher from July through October, as these are peak growing periods and higher water demand is anticipated. During these four months, anticipated peak daily use would be 0.31 acre-ft. per day during Phase 1 and a total of 1.28 acre-ft. per day at full buildout (during peak months). Total water use during peak and non-peak operation is outline in Table 4.16-1 below.

Table 4.16-1 Estimated Average Daily Water Demand and Peak Daily Demand		
	Average Annual Daily Use (Acre-ft./Day) November through June	Peak Daily Use (Acre- ft./Day) July through October
Phase 1	0.11	0.31
Full Build-Out	0.48	1.28
Source: Email communication with Jeffery Nohr and Anthony Duttie, Tanimura & Antle, November 5, 2018. Note: Water demand volumes are based on 8 hour run time, with 100% occupancy for the specified phase.		

The above provides estimated daily volumes of water usage during periods of peak demand. Periods of peak nursery occupancy also coincide with periods of peak evapotranspiration (Email communication from Anthony Duttie, Director of Agronomic Services for Tanimura & Antle, November 5, 2018). The table also provides estimates of the annual average of daily water usage adjusted to projected daily occupancy. The project will use an estimated 273 AFY of water at full

buildout, assuming 242 days of average daily or non-peak use ($242 \times 0.48 \text{ acre-ft./day} = 116 \text{ AFY}$) and 123 days of peak use ($123 \times 1.28 \text{ acre-ft./day} = 157 \text{ AFY}$).

Water will be supplied by groundwater and Central Valley Water Project for irrigation. Sufficient water supplies are available to serve the project from existing entitlements and resources, including groundwater resources and CVP water as described above and in Section 4.9, Hydrology and Water Quality and SBCWD Annual Report prepared by Todd Groundwater (2017); this is considered a less than significant impact. (1, 2, 3, 4, 9, 23, 24, 25)

- e) **No Impact.** Wastewater treatment would be through a septic system on-site; therefore, the project would not affect existing treatment capacity of a wastewater treatment provider. There would be no impact in connection with the proposed project. (1, 2, 3, 4, 9, 23, 24, 25)
- f) **No Impact.** The project would generate a minimal amount of solid waste. This would be disposed of at the landfill or other approved location and is not expected to exceed landfill capacity. There would be no impact in connection with the proposed project. (2, 3, 21)
- g) **Less than Significant Impact.** The project would comply with all federal, state, and local statutes and regulations related to solid waste. All waste generated in connection with the project would be handled in accordance with all applicable federal, state, and local statutes and regulations to the extent they are applicable to the project. This represents a less than significant impact. (1, 2, 3, 4, 9, 15)

4.17 MANDATORY FINDINGS OF SIGNIFICANCE

4.17.1 Environmental Impacts

Environmental Impacts	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.2 Explanation

- a) **Less than Significant Impact with Mitigation.** The proposed project would involve the development of greenhouses and related improvements on a vacant lot on a former nursery warehouse site and former disturbed agricultural land. The proposed project would not 1) degrade the quality of environment, 2) substantially reduce the habitat of a fish or wildlife species, 3) cause a fish or wildlife population to drop below self-sustaining levels, 4) threaten to eliminate a plant or animal community, 5) reduce the number or restrict the range of a rare or endangered plant or animal, or 6) eliminate important examples of major periods of California history or prehistory.

The area proposed for development contains heavily disturbed, ruderal vegetation and no special-status plant or wildlife species were observed or considered likely to be found on the project site. Aesthetic impacts are considered less than significant with mitigation proposed to introduce landscaping along project boundaries and reduce impacts from light and glare (See Mitigation Measures AES 4.1-1 and 4.1-2). Mitigation for biological resources such as pre-construction surveys and construction activities avoiding nesting season are proposed to reduce impacts related to sensitive species to less than significant (Mitigation Measures BIO 4.4-1). In addition, mitigation, standard BMPs, as well as payment of the HCP fee would be employed to reduce or avoid impacts to the riparian area of Pacheco Creek. The proposed project proposes tree removal, Mitigation Measures BIO 4.4-2 through BIO 4.4-4 would reduce impacts to avian species associated with tree removal to a less than significant level.

The proposed project would not adversely impact a cultural or historic resource that is an important example of a major period in California history with mitigation proposed in this IS/MND. Mitigation would reduce potential impacts to cultural resources resulting from ground disturbing construction activity (Mitigation Measures CUL 4.5-1 through CUL 4.5-4) to less than significant. The proposed project would not 1) degrade the quality of environment, 2) substantially reduce the habitat of a fish or wildlife species, 3) cause a fish or wildlife population to drop below self-sustaining levels, 4) threaten to eliminate a plant or animal community, 5) reduce the number or restrict the range of a rare or endangered plant or animal, or 6) eliminate important examples of major periods of California history or prehistory. With implementation of these measures, as described in this IS/MND, the project would not have the potential to degrade the quality of the environment and, overall, impacts would be less than significant impact. No additional mitigation is necessary beyond mitigation identified in each of the respective topical CEQA sections contained in this IS/MND. (1, 2, 3, 8, 9, 10, 13, 14, 15, 20, 23, 25).

- b) **Less than Significant Impact.** The proposed project would not result in a cumulatively considerable adverse environmental effect. The proposed project's aesthetic, biological, cultural, geology & soils, land use, and traffic/transportation are specific to the project site, are less than significant with mitigation and would not contribute to cumulative impacts elsewhere. This IS/MND contains mitigation to ensure that all impacts would be minimized to a less than significant level. The proposed project would result in temporary construction-related impacts that would be mitigated to a less than significant level through the incorporation of mitigation measures identified in this IS/MND (Mitigation Measure GEO 4.6-1). All operational impacts associated with the project would also be reduced to a less than significant level through the incorporation of mitigation (Mitigation Measures AES-4.1-1 & AES-4.1-2; LU-4.10-1, TRA 4.12-1 & TRA 4.12-2). Compliance with the mitigation measures contained in this document would ensure that all impacts are less than significant. The project would have temporary air quality impacts, and GHG emissions that would contribute to the overall regional and global GHG emissions. However, air quality impacts and GHG emissions would not exceed the MBARD's thresholds of significance. In addition, the proposed project would not induce

potential population growth beyond existing levels. As a result, the project would not conflict with and/or obstruct the implementation of the MBARD 2012-2015 AQMP, or any other plans to address exceedance of State air quality standards. For these reasons, the project would have a less than significant cumulative impact on the air quality and GHG. Overall, based on the analysis provided in this IS/MND, the proposed project would not significantly contribute to cumulative impacts.

Additionally, 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. This project is consistent with the General Plan land use designation; thus, the effects of the project were already considered programmatically as part of the General Plan EIR. A list of relevant General Plan policies considered during review of this project are contained in Appendix G: 2035 San Benito County Relevant General Plan Policies. As stated above and in topical sections of this IS/MND, in many cases, this project would have no effect on impacts cited. Overall, the project would not result in impacts that are individually limited, but cumulatively considerable. (1, 2, 3, 8, 9, 10, 11, 12, 13, 14, 15, 20, 23, 25)

- c) **Less than Significant Impact.** The proposed project would not cause any adverse effects on human beings. Temporary construction impacts would be temporary in nature and mitigated to a less than significant extent. In addition, temporary construction impacts would be limited since potential construction-related air quality impacts and GHG emissions would not exceed the MBARD's significance thresholds and compliance with applicable MBARD regulations would minimize potential nuisance impacts to occupants of nearby land uses. The project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly as documented in this IS/MND. (1, 2, 3, 8, 9, 10, 13, 14, 15, 20, 23)

This Page Intentionally Left Blank

Chapter 5. References

LEAD AGENCY

San Benito County – Resource Management Agency

Taven Kinison Brown Senior Planner/Lead Planner

Richard D. Felsing Assistant Planner

PROJECT LEAD

Avila Construction

Michael Avila Co-Owner

Jeffery Nohr Project Manager

IS/MND REPORT PREPARATION

Denise Duffy & Associates, Inc.

Denise Duffy Principal

Josh Harwayne Senior Environmental Scientist

Ashley Quackenbush Associate Planner/Graphics

Liz Camilo Assistant Environmental Scientist

Robyn Simpson Administration/Editing

Holman & Associates

John Schlagheck Associate Archaeologist

TECHNCIAL REPORTS

Frank Ono – Certified Arborist

Frank Ono ISA Certified Arborist #536

Grice Engineering

Sam Grice Principal

Keith Higgins – Traffic Engineer

Keith Higgins Traffic Engineer

Lee & Pierce Inc.

Frank D. Pierce Registered Professional Engineer AG 138

Paul Davis Partnership

Paul W. Davis Principal Architect

Whitson Engineers

Andrew Hunter, P.E. Principal

BIBLIOGRAPHY

Alta Planning + Design. 2009. *San Benito County Bicycle and Pedestrian Master Plan*.

U.S Department of the Interior Bureau of Reclamation. April 2017. Draft Environmental Assessment Santa Clara Valley Water District's 2017 Pacheco Conduit Maintenance Project.

CalRecycle. Updated Continuously. Facility/Site Summary Details: John Smith Road Landfill (35-AA-0001). Available online at: <http://www.calrecycle.ca.gov/SWFacilities/Directory/35-AA-0001/Detail/> Accessed July 2018.

California Department of Fish and Wildlife. 2017. California Natural Diversity Database Rare Find 5 Report. Available online at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>.

California Department of Transportation, Earthborne Vibrations Technical Advisory, February 2002.

County of San Benito 2018. Web GIS. Available online: gis.cosb.us/gis Accessed July 2018.

County of San Benito County Code of Ordinances. Available Online At: <http://www.cosb.us/community-services/code-enforcement/#.WbwWBLKGOUk>. Accessed July 2018.

County of San Benito County Code of Ordinances Section 23.29.01 Standards Table, Urban and Suburban Lots Over Five Acres. Available Online: [http://library.amlegal.com/nxt/gateway.dll/California/sanbenitocounty_ca/sanbenitocountycaliforniaicodeofordinance?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:sanbenitocounty_ca](http://library.amlegal.com/nxt/gateway.dll/California/sanbenitocounty_ca/sanbenitocountycaliforniaicodeofordinance?f=templates$fn=default.htm$3.0$vid=amlegal:sanbenitocounty_ca). Accessed June 4, 2018.

County of San Benito. 2035 General Plan and Recirculated Environmental Impact Report, adopted by the Board of Supervisors July 21, 2015.

County of San Benito. 2010. San Benito County General Plan Background Report.

EMC Planning Group. 2015. *San Benito County 2035 General Plan Updated Revised Draft Environmental Impact Report*.

Envirostor. California Department of Toxic Substance Control. Accessed July 2018. Available online: <https://www.envirostor.dtsc.ca.gov/public/>

Frank Ono. June 14, 2018. Tree Assessment/Forest Management Plan Tanimura & Antle Transplant Nursery.

Geotracker. California State Water Resources Control Board. Accessed July 2018. Available online: <https://geotracker.waterboards.ca.gov/>

Grice Engineering, Inc. June 2018. Geotechnical Report for the proposed Transplant Nursery Tanimura and Antle 1298 Orchard Road Hollister, CA.

Holman & Associates. July 2019. Cultural Resources Report Tanimura and Antle Agricultural Facility San Benito County, California.

Keith Higgins. July 9, 2018. Tanimura and Antle Orchard Road Nursery Traffic Impact Analysis.

Lee & Pierce Inc. April 27, 2015. Phase I Environmental Site Investigation.

Monterey Bay Unified Air Pollution Control District, CEQA Air Quality Guidelines, Revised February 2008.

Nohr, Jeff. June 21, 2018. Personal communication with Mike Hennequin and Martin Reyes.

Pacific Gas and Electric Company 2017. PG&E's Power Mix. Available online at: https://www.pge.com/pge_global/local/assets/data/en-us/your-account/your-bill/understand-your-bill/bill-inserts/2017/november/power-content.pdf

PlantTape, 2018. Home Page. Available online at: <http://www.planttape.com/>

Tanimura & Antle, 2018. Home Page. Available online at: <http://www.taproduce.com/>

Todd Groundwater, 2017. Annual Groundwater Report Water Year 2017.

United States Fish and Wildlife Service. 2017. Endangered Species Database. Available online at: <https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=06053>.

CHECKLIST SOURCES

1. CEQA Guidelines and professional expertise of consultant.
2. Project Plans and Site Review and application materials and correspondence on file with San Benito County.
3. County of San Benito 2035 General Plan and Recirculated Environmental Impact Report.
4. San Benito County WebGIS. Available online at: gis.cosb.us/gis. Accessed June 2018.
5. San Benito County Important Farmlands Map, 2010.
6. Monterey Bay Unified Air Pollution Control District *CEQA Air Quality Guidelines*, Revised February 2008.
7. Monterey Bay Air Resources District, *2012-2015 Air Quality Management Plan*, adopted by the MBARD Board of Directors March 15, 2017.
8. T&A Transplant Nursery CalEEMod, 2018.
9. 1298 Orchard Road Biological Resources Report, DD&A, 2018.
10. Tree Assessment/Forest Management Plan, Frank Ono, 2018.
11. United States Fish and Wildlife Service. 2017. Endangered Species Database. Available online at: <https://ecos.fws.gov/ecp0/reports/species-by-current-range-county?fips=06053>.
12. California Department of Fish and Wildlife. 2017. California Natural Diversity Database Rare Find 5 Report. Available online at: <https://www.wildlife.ca.gov/Data/CNDDDB/Maps-and-Data>.
13. Cultural Resources Report, Holman & Associates, 2018.

14. Geotechnical Report, Grice Engineering, Inc., 2018.
15. Phase 1 Environmental Site Assessment, Lee & Peirce, 2015.
16. California Department of Toxic Substances Control, EnviroStor. Available Online At: <https://www.envirostor.dtsc.ca.gov/public/>. Accessed June 2018.
17. San Benito County Multi-Jurisdiction Local Hazard Mitigation Plan. August 2015.
18. California Fire Hazard Severity Zone Map, San Benito County, Adopted 11/2007.
19. Federal Emergency Management Agency, Flood Map Service Center. Available Online At: <https://msc.fema.gov/portal>. Accessed June 2018.
20. Traffic Impact Analysis, Keith Higgins, 2018.
21. San Benito County General Plan Background Report, November 2010.
22. San Benito County Zoning Ordinance, Supplement 2018.
23. Storm Water Control Plan, Whitson Engineers, July 2018.
24. Nohr, Jeff. June 21, 2018. Personal communication with Anthony Duttie, T&A and Mike Hennequin and Martin Reyes.
25. San Benito County Annual Groundwater Reports. Available online at <http://www.sbcwd.com/resources-and-documents/content/uploads/2018/07/AnnualGWReport2017.pdf> and <http://www.sbcwd.com/wp-content/uploads/2018/07/AnnualGWReport2017.pdf>