Rancho Vista Subdivision Project

Draft Initial Study and Mitigated Negative Declaration

City of San Juan Bautista

August 2014

TABLE OF CONTENTS

Environmental Checklist

A. SUMMARY OF PROJECT INFORMATION

1. Project Title: Rancho Vista Residential Project

2. Lead Agency Name and Address:

   City of San Juan Bautista
   311 Second Street/ P.O. Box 1420
   San Juan Bautista, CA 95045

3. Contact Person and Phone Number:

   Roger Grimsley, Planning Director (cityplanning@san-juan-bautista.ca.us)
   Office (831) 623-4661
   Fax (831) 623-4093

4. Project Location:

   The proposed project is located at the north end of the City of San Juan Bautista on the west side of the San Juan Highway, San Benito County, California (see Figure 1 – Location Map). The 28.35-acre site is identified as Assessor's Parcel Number 012-010-012.

5. Project Applicant:

   Bob Fulton
   RL Fulton Holding Company, LLC
   1343 Locust Street, Suite 204
   Walnut Creek, CA 94596
   (925) 519-9020

6. General Plan Designation: Agriculture

7. Zoning: (A) Agriculture

8. Description of Project:

Overview

The applicant is requesting the City's approval of a Tentative Map, General Plan Amendment, and Rezoning to permit subdivision of the site into 85 lots for single-family residences. The site's General Plan designation would change from Agriculture to Low-Density Residential, and its zoning would be changed from Agriculture (A) to Low-Density Residential (R-1) (See Figure 2 – Tentative Map). The Planning Commission voted to

Figure 1
Project Location

Source: CSAA Maps

extend the City's Urban Service Boundary to include the site on June 10, 2014. City Council consideration of the extension is scheduled for September 2014.

Tentative Map

The tentative map shows 85 single-family residential lots ranging from about 6,000 to 14,000 sq. ft. (See Figure 2). Most of the lots would be between 6,000 and 10,000 sq. ft. The map also shows a 1.27-acre storm-water detention pond/open space area and construction of a roundabout on the San Juan Highway that would both calm traffic on the San Juan Highway and provide an entrance to the project site. The site plan shows site access to be provided via a 2-lane east-west main street from the San Juan Highway (Street A) and a north-south extension of Third Street, north of Donner Street. The site plan also includes a strip of open space along the drainage that runs along the south edge of the site.

House designs would be varied and similar to houses in the adjacent Creekbridge Neighborhood. There would be a mixture of single-story, two-story and duet style homes with two- or more car garages. Setbacks and heights would be as permitted under the R-1 zoning.

Proposed Infrastructure Improvements

The project would include 56-foot right-of way, cul-de-sac roadways, and 60-foot right of way main streets. All streets would include curbs, gutters, and sidewalks. Parking would be permitted on most interior streets, except for the portion of Street A between the San Juan Highway and Third Street.

Water and sewer services would be provided via hookups to the City of San Juan Bautista's existing systems, which would be extended on to the site from existing lines on First Street. Gas and electricity would be provided by extending existing PG&E service on 1st street onto the site.

The project also includes construction of a new bridge to extend Third Street onto the site and widening of an existing bridge at the project access from the San Juan Highway.

The project would include street lighting. Lighting would be shielded as required in the City's Dark Sky Ordinance.

Site Development Process

The project would be developed in up to seven phases. The first phase would involve all clearing of the site, grading, installation of all utility lines, streets, sidewalks, lighting, and the detention basin. That phase would take approximately 4 months. Immediately following this phase, construction of the first 14 houses would occur, lasting approximately

Figure 2

Preliminary Tentative Map

Source: San Benito Engineering & Surveying, Inc.

5 months. Five more housing phases of approximately 14 houses each would occur after that, for a total construction period of about 29 months.

9. Uses for This Document

This Initial Study and Mitigated Negative Declaration are intended to be used by the lead agency and any responsible agencies in conjunction with all permits, approvals, and entitlements required for the project. The City of San Juan Bautista will act as the lead agency for the project under the requirements of the California Environmental Quality Act (CEQA). Approval from the City of San Juan Bautista would be required for the following discretionary entitlements:

- General Plan Amendment to change the land use designation from Agriculture to Low Density Residential
- Urban Growth Boundary change to include the project area
- Tentative Map approval for the proposed project

The project will also require ministerial permits from the City. No discretionary approvals from public agencies other than the City are currently known to be required for the project.

10. Surrounding Land Uses:

The project site is surrounded by two rural residential/agricultural parcels with single-family homes and accessory structures on the north and west. The western side of the project site abuts a former horse ranch (Christopher Ranch) with a large home set back from the project site. Access to that parcel would continue to be provided along Street A. The northeastern border of the site is the San Juan Highway, with agricultural lands directly across the highway from that part of the site. The southern edge of the site abuts the City's wastewater treatment plant, which is planned for eventual conversion to a City park, and the D'Ambrosio Village Subdivision parcel, which is currently mostly undeveloped (includes one home) and is planned for 27 single-family units (a 40-unit Planned Unit Development was previously approved for the site by the City). The portion of the project site south of A Street and east of Third Street abuts the D'Ambrosio Village subdivision, which is a newer single-family development with lot and house sizes somewhat smaller than those proposed on the project site.

11. Other Public Agencies with Approval Responsibilities:

The project may require the following permits or approvals from other agencies:

- US Army Corps of Engineers: Federal Clean Water Act, Sections 404 and 401 Permits for creek crossings
- US Fish and Wildlife Service: Federal Endangered Species Act Permit
- California Department of Fish and Wildlife: Streambed Alteration Agreements (California Fish and Game Code Section 1600) for creek crossings; California Endangered Species Act permit
- California Regional Water Quality Control Board: Water Quality Certification

12. Project Density:

The gross density of the project is 3 units/acre. This includes all street easements and the detention pond/open space parcel. Under Chapter 11-05, when calculating the density, the rights of way of private streets or drives within the interior of the project shall not be included in the total project area for density purposes. The net effective density when excluding street areas and the detention basin area is approximately 4.2 units per acre. The proposed rezoning and general plan amendments to low-density residential would permit densities between one and five units/acre. This development would meet the density limitations of the proposed zoning district.

13. The following section addresses the potential environmental effects of the project.

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project as indicated by the checklists and responses contained on the following pages:

☒ Aesthetics	☐ Agriculture & Forest Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology & Soils
☐ Greenhouse Gas	☐ Hazards & Hazardous Materials	☒ Hydrology & Water Quality
☐ Land Use & Planning	☐ Mineral Resources	☒ Noise
☐ Population & Housing	☐ Public Services	☐ Recreation
☐ Transportation & Traffic	☐ Utilities & Services Systems	☒ Mandatory Findings of Significance

C. DETERMINATION:

On the basis of this initial evaluation:

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

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

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

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

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

Signature	Date
Printed name	

D. EVALUATION OF ENVIRONMENTAL IMPACTS

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

Background:

The visual character of the site is an open agricultural field with rolling grass-covered hills in the background. A single house (the Christopher Ranch house) is visible on the site. A row of trees along San Juan Highway filters views from the Highway, and motorists have a partial view of the field through the trees. The adjacent residences in the Creekbridge development and the Christopher house also currently have a view of an open field from their rear and front yards, respectively. A white fence can also be seen through the trees at the edge of the property along the San Juan Highway. The site is the last agricultural open space visible to motorists coming from the north on the west side of the San Juan Highway before they enter the City of San Juan Bautista. Existing views of the site are shown in Figures 3-6, Site Photos.

Discussion:

a, c) The Project would change the existing scenic vista of the project site from an open agricultural field to an 85-unit housing development with 1-2 story homes, primarily surrounded by farmland. Overall, the current view would change from agricultural scenery to a single-family residential neighborhood character with 85 homes, streets, landscaping, street-lights, and a detention basin/open space parcel.

Figure 3
View of the Project Site Looking West from San Juan Highway

Source: GECO Environmental, 2014

Figure 4
View of Central Portion of the Project Site Looking East from San Juan Highway

Source: GECO Environmental, 2014

Figure 5
View to the North from Project Access Road

Source: GECO Environmental, 2014

Figure 6
View to the Southwest from Project Access Road

Source: GECO Environmental, 2014

The Project houses would be viewable from adjacent streets and properties, including from the Christopher house to the west and from the San Juan Highway to the east. Project houses and open space also would be prominent in views from back yards and rear windows of existing homes in the Creekbridge development to the south and east, particularly from the three homes situated on Ahwahnee Street adjacent to the southern corner of the proposed Project. Views to the south from the ranch house to the north of the site also would be changed from open fields to single-family residential development.

The Project would create views of the following new elements: a traffic circle a the project's entrance from the San Juan Highway (First Street); a new 2-lane east-west main entrance street from San Juan Highway, a north-south extension of Third Street north of Donner Street; and a mixture of residential buildings (single-story, two-story, and duet style with two or more car garages). The proposed detention basin/open space area would provide a visual buffer between the Project and existing Creekbridge homes on the southeast corner of the site and mitigate effects of some of the changing views.

The modest scale of this low-density suburban development would extend the residential views of the City to the north and east of the San Juan Highway, but not disrupt or create a significant impact on the existing surrounding rural visual quality and character because the site would continue to be surrounded by sparsely developed open fields to the east, north, and west, and the pre-existing Creekbridge housing development to the south.

The project would include a landscaping plan, including split-rail fencing around the perimeter of the Project to keep with the existing fencing that defines the surrounding area. The existing row of large trees that partially obscures views of the site from the San Juan Highway would remain and additional landscaping would be added. In addition, the proposed houses would be subject to the City's Design Review process. Although the site's visual character would be changed from a field to residential, the impact on the existing scenic vista and visual quality of the site and its surroundings would be less than significant after implementation of Mitigation I-1, below.

> *Mitigation Measure I-1: Landscape Plan.* The applicant shall submit a landscaping and irrigation plan to the City prior to approval of the Final Map. The landscaping plan shall maximize planting areas adjacent to driveways, streets, and storm drainage areas, as well as landscaping of the individual residences to complement the architecture and uphold the visual quality of the site. It also shall include landscape buffers that reduce views of Project houses from existing residences adjacent to the site.

b) The Project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. Currently there is a row of trees along the San Juan Highway but there are no historic buildings or rock outcroppings on or adjacent to the Rancho Vista site. The San Juan Highway is not a designated State Scenic Highway (2035 San Benito County General Plan Draft Environmental Impact Report, February 2013, p 5-7). Further, the anticipated

development would not have an adverse effect on the scenic vista or damage scenic resources by staying in the lower lands and providing ample landscaping and open space as part of the Project. Therefore, there are no significant impacts on scenic resources.

d) The Project would require street and residential outdoor lighting fixtures, but it would not be a substantial source of light or glare that would adversely affect day or nighttime views in the area because the Project would be required to submit a lighting plan and show compliance with the City's Dark Sky Ordinance. The lighting plan would minimize the light and glare created by the development in order to protect the night views of the area. The City's Dark Sky Ordinance is intended to create standards for outdoor lighting in San Juan Bautista to minimize light pollution (a.k.a., "sky glow"), glare, waste, and light trespass caused by inappropriate or misaligned light fixtures, while improving nighttime public safety, utility security, and preserving the night sky as a valued natural resource in the community. (Ordinance Number. 2007 - 07 of the City Council of the City of San Juan Bautista Adding Section 11.13 ("Lighting") to Title 11 of the SJB Municipal Code, p 1-2) Additional light from the project could adversely affect nearby residents but this impact would be reduced to a less-than-significant level with implementation of Mitigation I-2, below.

> *Mitigation Measure I-2: Lighting Plan*
> The applicant shall submit a lighting plan for the Project conforming to the City's dark sky regulations and standards, with provisions for shields on all lighting fixtures. All light fixtures shall be directed away from the residences adjacent to the Project site.

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

Background:

The project site is comprised of farmlands classified by the State as Grazing Land and Farmland of Local Potential. No Prime, Unique, or Farmlands of Statewide Importance are mapped as existing on the site (California Farmland Mapping Program, California Important Farmland Finder, accessed May 26, 2014). The project site is not under Williamson Act contract (Fulton, pers. com, May 2014). No forest resources exist on the site, which is composed primarily of open fields with a narrow strip of lower riparian vegetation.

Discussion:

a) The Project would have no impact on conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program because no such designated lands are mapped on the site. The Project would result in the conversion of a total of about 30 acres of grazing and Farmland of Local Potential to urban uses. This impact to agricultural lands would be less than significant.

b) The Project proposes to change the site's existing agricultural general plan designation and zoning to low-density single-family residential zoning. The tentative map would be consistent with the proposed rezoning/general plan amendment. Therefore it would be consistent with proposed zoning. As discussed above, the site is not under Williamson Act Contract, so no impacts associated with contract consistency would occur.

c, d) The project would not affect forest lands or forest zoning because no such lands or zoning exist or are proposed on the site.

e) Lands directly across the San Juan Highway from the Project site are designated Prime by the State (California Farmland Mapping Program, California Important Farmland Finder, accessed May 26, 2014). San Benito County has a "Right to Farm" ordinance. The ordinance addresses the problem of urban growth encroaching on agricultural land by seeking to reduce nuisance complaints about farm operations from residential neighbors. This is an educational and disclosure measure, not a regulatory requirement. Using several different disclosure methods, purchasers and existing owners of residential property are informed about the local importance of agriculture and the possible negative impacts of residing near normal farm operations. The ordinance is intended to protect existing farming operations from pressure to cease or curtail operations when residential development occurs nearby. The County's Agricultural Commissioner averages fewer than two complaints per year regarding active agricultural operations. Therefore it is unlikely that the project would affect continued agricultural use of those lands.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact

III. AIR QUALITY:

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Background:

The Project site is located within the North Central Coast Air Basin (NCCAB). The NCCAB comprises a single air district, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), which encompasses Santa Cruz, San Benito, and Monterey counties. The MBUAPCD prepared the 2008 Air Quality Management Plan (AQMP) and continues to prepare triennial updates (Triennial Plan Revision 2009–2011) to the AQMP in order to attain state and federal ambient air quality standards in the air basin. The AQMP and the triennial updates accommodate growth by projecting the growth in emissions based on different indicators.

In order to evaluate a project's contribution to air pollution, the MBUAPCD has established significance thresholds for emissions of criteria air pollutants. As the lead agency, the City utilizes the MBUAPCD's significance thresholds listed in Table 1, expressed in pounds per day (lbs/day), as air quality standards in the evaluation of air quality impacts associated

with proposed development projects. Thus, if a project's emissions exceed the pollutant thresholds presented in Table AQ-1, it would be considered to have a potentially significant effect on regional air quality and the attainment of federal and State Ambient Air Quality Standards.

Table AQ-1: MBUAPCD Standards

Pollutant	Emissions (Pounds/Day)	
	Construction Threshold	Operational Threshold
Reactive Organic Gases (ROG)	None	137
Nitrogen Oxide (NO_x)	None	137
Carbon Monoxide (CO)	None	550
Sulfur Dioxide (SO_2)	None	150
Coarse Particulate Matter (PM10)	82	82

Source: MBUAPCD CEQA Air Quality Guidelines

Discussion:

a) The proposed Project would not generate population growth in excess of anticipated regional growth assessed in the AQMP therefore its implementation would result in less-than-significant air quality impacts.

b) Implementation of the Project would contribute to increases of criteria pollutant emissions in the area. The Project's short-term construction related and long-term operational emissions were estimated using California Emissions Estimator Model (CalEEMod) version 2013.2.2 program. These quantified emission projections were then compared with the MBUAPCD significance thresholds established in the MBUAPCD's (2008b) CEQA Air Quality Guidelines shown in Table AQ-1.

Short-Term Construction Emissions

Project construction would generate air pollutants intermittently within the site, and the vicinity of the site, until all construction has been completed. The air pollutant emission sources would include the following:

- Dust from grading and any infrastructure improvements;
- ROG emissions from road surfacing;
- Emissions from construction equipment and vehicles; and
- Emissions from architectural coating.

The MBUAPCD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM10), and the MBUAPCD threshold for PM10 is 82 pounds per day. It is important to note, however, that ozone precursor pollutants (i.e., ROG and NOX) are accommodated in the emission inventories of state and federally required air plans. For this reason, the MBUAPCD has not adopted a significance threshold for construction-generated emissions of ozone precursors. Table AQ-2 shows the estimated maximum construction emissions of PM10 for the project.

Table AQ-2: Maximum Construction Emissions of PM10

Pollutant	Project Emissions (lbs/day)	MBUAPCD Threshold (lbs/day)
PM10	21.3	82.0

Source: CalEEMod, June 2014

As Table AQ-2 indicates, the estimated level of PM10 would be below the MBUAPCD threshold. Therefore, a less-than-significant impact would occur related to construction-generated emissions.

Long-Term Operational Emissions

Operational emissions would be generated from vehicle trips to and from the project area, heating and cooling of the residences, water heaters, and landscape maintenance. Long-term operational emissions attributable to the project are summarized in Table AQ-3.

Table AQ-3: Long-Term Operational Emissions of Criteria Pollutants (Unmitigated)

Pollutant	Project Emissions (lbs/day)	MBUAPCD Threshold (lbs/day)
ROG	**161.0**	137.0
NO_x	17.0	137.0
CO	256.9	550.0
SO_2	0.2	150.0
PM10	32.3	82.0

Source: CalEEMod, June 2014

Numbers in **bold** exceed the significance threshold.

As shown in Table 3, the Project's daily operational emissions of ROG would exceed MBUAPCD threshold of significance; therefore, the long-term operational emissions

associated with the Project would be potentially significant. Implementation of the following mitigation measure would reduce long-term operational emissions associated with the project.

Mitigation Measure III-1: Long Term Emissions Reduction. The installation of wood-burning fireplaces within the subdivision shall be prohibited and shall be noted as such on construction documents. Natural gas fireplaces are acceptable.

Implementation of the above mitigation measure would reduce long-term operational impacts to levels shown in Table AQ-4 below.

Table AQ-4: Long-Term Operational Emissions of Criteria Pollutants (Mitigated)

Pollutant	Project Emissions (lbs/day)	MBUAPCD Threshold (lbs/day)
ROG	11.2	137.0
NO_x	14.9	137.0
CO	72.2	550.0
SO_2	0.1	150.0
PM10	6.4	82.0

Source: CalEEMod, June 2014 (See Appendix)

As shown above, the implementation of mitigation measure III-1 would reduce ROG emissions to a level below the MBUAPCD significance threshold. Thus, with implementation of mitigation III-1, the Project's construction-generated and operational emissions would be less than significant.

c) In accordance with the MBUAPCD's (2008b) CEQA Air Quality Guidelines, Project emissions that are not consistent with the AQMP would be considered to have a cumulative regional air quality impact. As identified under a) above, the project would be consistent with the regional air pollutant forecasts in the AQMP. In addition, as noted in b) above, neither construction-related nor long-term operational emissions associated with the project (as mitigated) would exceed MBUAPCD significance thresholds. For these reasons, this impact would be considered less-than-significant.

d) Sensitive receptors are typically defined as facilities where sensitive populations (e.g., children, elderly, acutely and chronically ill) are likely to be located. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, retirement homes, convalescent homes, hospitals, and medical clinics. The Project is located on an undeveloped lot and adjacent residences are as close as approximately 15 feet away from the property line. Diesel particulate matter emissions can be carcinogenic

over long exposure durations (i.e., most analyses consider exposure periods of 10 to 70 years). During construction, various diesel-powered vehicles and equipment would be in use on the site. The California Air Resources Board (CARB) identifies particulate matter from diesel-fueled engines as a Toxic Air Contaminant (TAC). The Project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. In addition, emissions of TACs resulting from construction-related equipment and vehicles would be minimal and temporary, affecting a given receptor for a period of days or weeks. The Project would not be expected to expose any sensitive receptors to a significant increase in individual cancer risk from TACs. Therefore, the Project would have a less-than-significant impact related to exposing sensitive receptors to substantial pollutant concentrations.

e) Residential land uses are not typically associated with the creation of objectionable odors. Construction and operation of the project would not create objectionable odors. In the summer months there are occasional mild odors on the project site from the San Juan Bautista Wastewater treatment plant just east of the project site, however these odors would be less than significant. This would result in a less-than-significant impact related to objectionable odors.

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

Background:

A biological resources study was prepared for the site by Olberding Environmental, Inc. (Biological Resources Analysis Report for the Christopher Ranch Property, San Juan Bautista, San Benito County, California, March 2014). This study included a field reconnaissance (conducted March 5, 2014) and literature review for the purpose of identifying sensitive plant and wildlife species, sensitive habitats, and biological constraints potentially occurring on the Project site. The study report is on file at the City offices.

Jurisdictional Wetlands. Results of this initial reconnaissance survey indicate that the site appears to contain wetlands/waters that may be potentially considered "jurisdictional" (i.e., under the jurisdiction of, and requiring permits from) by the U.S. Army Corps of Engineers (Corps), having met all three parameters (wetland soils, hydrology, and vegetation) indicating wetlands. Other agencies that may consider these wetlands/water features "jurisdictional" include the Central Coast Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW). The potentially "jurisdictional" features include the onsite irrigation ditch and intermittent creek channel. The constructed irrigation ditch present within the survey area may be exempt from regulation.

Special-Status Plants. A query of the California Natural Diversity Database (CNDDB) showed that no special-status plant species have a potential to occur on the site. This is due to the lack of suitable habitats, ongoing agricultural disturbance of the site, and lack of suitable soils within the survey area. A plant's potential to occur within the survey area was based on the presence of suitable habitats, soil types, and CNDDB occurrences.

Special-Status Birds. A total of 15 bird species were identified as having a potential to occur on the Project site, with 12 of these species having a potential to occur in a foraging capacity only. These bird species include Cooper's hawk (Accipiter cooperii), sharp-shinned hawk (Accipiter striatus), great egret (Ardea alba), great blue heron (Ardea herodias), short-eared owl (Asio flammeus), great horned owl (Bubo virginianus), red-tailed hawk (Buteo jamaicensis), red-shouldered hawk (Buteo lineatus), northern harrier (Circus cyaneus), snowy egret (Egretta thula), American kestrel (Falco sparverius), and barn owl (Tyto alba). The remaining four bird species have a potential to occur on the Property in a foraging and nesting capacity. These bird species include white-tailed kite (Elanus leucurus), yellow-breasted chat (Icteria virens), and loggerhead shrike (Lanius ludovicianus). These three bird species have a potential to nest within the willow-dominated riparian area located within the southern portion of the site.

Although the project site currently appears to be unsuitable to support burrowing owl due to the lack of small mammal burrows and ongoing agricultural disturbance, there is a slight potential for this species to occur in the future if ground squirrels colonize the site perimeter (e.g., embankments of drainage ditches, margins of maintenance roads).

Special-Status Fish. Steelhead are considered unlikely to occur within the survey area, however the onsite intermittent creek is a tributary to the San Benito and Pajaro River systems, which are well documented winter steelhead runs. The CDFW Bios California Fish Passage Assessment Database also shows that no known aquatic barriers occur within the stretch of creek leading from the Property into the San Benito and Pajaro River systems. Though the water level within the onsite intermittent creek appear to be too low to support winter steelhead runs, during high-flow years steelhead potentially could enter the intermittent creek feature located within the survey area. Given the connectivity to these river systems, there is a slight potential for steelhead to occur within the onsite intermittent creek feature. The onsite intermittent creek feature lacked gravelly substrate suitable to support spawning of this species.

Special-Status Amphibians. The California tiger salamander (CTS) and California red-legged frog (CRLF) are considered unlikely to occur within the survey area, however their presence cannot be completely ruled out. There are occurrences within the vicinity of the Property for both species. Low-quality breeding habitat for CTS and CRLF exists within the onsite irrigation ditch and intermittent creek channel. The presence of small mammal burrows within the survey area may serve as potential upland habitat sites for CTS and CRLF. However, annual disking and planting of agricultural crops on a majority of the site have resulted in an impacted landscape that would not support CTS. While dispersal could potentially occur across the site, annual disturbance has resulted in the elimination of upland refugia habitat.

Discussion:

a) If present within or adjacent to the onsite irrigation ditch and intermittent creek channel, project grading could result in mortality of individual CTS and/or CRLF. Such activity would constitute “take” of CTS under the federal Endangered Species Act (ESA) and California Endangered Species Act (CESA) and of CRLF under the ESA. Project grading also could destroy occupied burrows of burrowing owls, if present. Construction of creek crossings and any sedimentation from construction could adversely affect any steelhead in the onsite drainage. If project construction-related activities occur during the nesting season (February through August), then special status birds nesting in the riparian corridor could be disturbed by project construction noise and removal of riparian vegetation for creek crossings.

Mitigation Measures

Mitigation Measure IV-1: Amphibians. Directed pre-construction surveys shall be conducted for both the CTS and CRLF no more than 48 hours prior to construction activities. Observations of CRLF and CTS within dispersal distance suggest that these species have a potential to occur on the subject Property. USFWS protocol level surveys for the CRLF shall be performed to document presence/absence of this species if work is to be performed in the irrigation ditch and intermittent creek channel.

If it is determined that the site that supports CRLF/CTS the applicant shall consult with USFWS and/or CDFW prior to any construction activities and obtain appropriate permits if "take" of the species is likely to occur. If CRLF/CTS are identified as occurring, appropriate mitigation measures to reduce impacts to a less-than-significant level would be coordinated with the USFWS and/or CDFW.

These measures would include, but may not be limited to:

- Work in drainages and wetlands shall be restricted to the dry season (June 15 – October 15)
- All construction personnel shall attend a mandatory Worker Environmental Awareness Training Program delivered by a USFWS-approved biologist prior to working on the project site. The program shall focus on the conservation measures that are relevant to employee's personal responsibility and shall include an explanation as how to best avoid take of the California tiger salamander and California red-legged frog. The program shall include an explanation of Federal laws protecting these listed species as well as the importance of compliance with this BO.
- Construction footprint boundaries shall be clearly marked before construction.
- Construction access, staging, storage, parking shall be limited to what is described in information provided by the applicant.
- Preconstruction survey for the California tiger salamander and California red-legged frogs shall be conducted by a Service-approved biologist. These surveys shall consist of walking surveys of the project limits and accessible adjacent areas within at least 50 feet of the project limits. The Service-approved biologist will investigate all potential areas that could be used by the species for feeding, breeding, sheltering, movement, and other essential behaviors. This includes thorough investigation of mammal burrows, appropriately sized soil cracks, and debris. Native vertebrates found in the cover sites will be documented.
- Those located within areas that shall be subject to ground disturbance shall be relocated to an adequate cover site within the Area. The entrances and other refuge features within areas that will be subject to ground disturbance shall be collapsed or removed following investigation and clearance.
- If a California red-legged frog or California tiger salamander is found: The construction supervisor shall halt work immediately within a buffer area of 50 feet of any discovered California red-legged frog or California tiger salamander. The construction supervisor will also contact the Service-approved project biologist and the Service in the event that a California redlegged frog or California tiger salamander is found within the construction zone. The construction supervisor will suspend all construction activities in the immediate construction zone (50-foot radius) until the animal leaves the site voluntarily or is removed by the biologist to a release site using Service-approved transportation techniques.

- Frogs or salamanders that need to be relocated outside the construction area shall be released at an appropriate cover site or aquatic habitat within the Area by the Service-approved biologist.
- To prevent inadvertent entrapment of a California tiger salamander or California red-legged frog during construction, all excavated, steep-walled holes or trenches more than 1 foot deep shall be covered at the close of each working day with plywood or similar material, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they shall be thoroughly inspected for trapped animals. If at any time a trapped listed animal is discovered, the onsite biologist shall immediately place escape ramps or other appropriate structures to allow the animal to escape, or the Service will be contacted by telephone for guidance. The Service shall be notified of the incident by telephone and email within one (1) working day.

- Vegetation clearing shall be performed under direct supervision of a biological monitor.

Mitigation Measure IV-2: Nesting Passerines.
If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for shall be conducted for nesting passerine birds within the project site and the surrounding area of influence of the project site. Surveys should be conducted by a competent biologist prior to the commencement of the tree removal or site grading activities. Nesting bird surveys shall be conducted no more than 30 days prior to any vegetation removal. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 200 feet for raptors (birds of prey). The distance shall be determined by a competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a competent biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), construction can proceed without further regard to the nest site.

Mitigation Measure IV-3: Burrowing Owls.
No more than 30 days prior to any ground disturbing activities, a qualified biologist shall conduct a preconstruction/take avoidance survey for burrowing owls using methods described in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation (Staff Report) (CDFW 2012). If no owls are detected during the initial take avoidance survey, a final survey shall be conducted within 24-hours prior to ground disturbance to confirm that owls are still absent.

If present and no nesting has begun, nest exclusion doors or avoidance buffers may be used as negotiated with CDFW. No disturbance should occur within 50 meters

(approximately 160 feet) of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters (approximately 250 feet) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. It is recommended that an initial burrowing owl survey be performed during December and early January. If owls are discovered, passive relocation of the owls can take place. If owls are discovered after February 1, the owls must be left on site and a 250-foot buffer established until September 1.

Mitigation Measure IV-4: Steelhead.
Prior to any construction activities that could have the potential to impact the onsite intermittent creek channel, a qualified fish biologist, designated by the Reclamation in consultation with NMFS (National Marine Fishery Service) and CDFW, shall conduct a survey within the onsite intermittent creek channel and irrigation canal to determine whether these waterways are suitable to host steelhead. If these waterways are determined to serve as a suitable winter run, identify if this stretch of creek contains potentially suitable substrates to support spawning.

If it is determined that the site that supports steelhead, the applicant shall consult with the National Marine Fisheries Service (NMFS) prior to any construction activities and obtain appropriate permits if “take” of the species is likely to occur. If Steelhead are identified as occurring, appropriate mitigation measures to reduce impacts to a less-than-significant level would be coordinated with the NMFS. A qualified fisheries biologist shall be present for any work occurring within the creek bed. The biologist shall implement NMFS approved procedures to ensure that no special-status fish species are harmed by project-related activities. At a minimum, these procedures shall include the relocation of fish from the disturbance area and the temporary placement of barriers to prevent fish from entering the disturbance zone. Other measures may be implemented upon their approval by NMFS.

Mitigation Measure IV-5, below, also would help to protect potential steelhead habitat.

b). Grading and excavation activities could expose soil to increased rates of erosion during construction periods, which could adversely affect riparian and aquatic habitats. During construction, runoff from the Property could adversely affect aquatic life within the adjacent water features. Surface water runoff could remove particles of fill or excavated soil from the site or could erode soil down gradient if the flow were not controlled. Deposition of eroded material in adjacent water features could increase turbidity, thereby endangering adversely affecting riparian and wetland habitats.

Mitigation Measure IV-5: Erosion Control. Mitigation measures for erosion control for sensitive aquatic habitats shall include best management practices (BMP’s) such as hay bales, silt fencing, placement of straw mulch and hydro seeding of exposed soils after construction as identified in the Storm Water Pollution Prevention Plan (SWPPP) and post-construction Stormwater Management Plan (SWMP).

Mitigation Measure IV-6: Riparian and Wetland Habitats. If the project results in the loss of riparian or wetland habitat the applicant shall prepare and submit to the resource agencies having regulatory authority, a detailed "Wetland/Riparian Plan." The plan would also be subject to the approval of the ACOE, RWQCB, and if required, CDFW, with review by USFWS. Implementation of the plan shall be incorporated into approval of the grading plan and all further project approvals, and the applicant shall provide appropriate security to ensure completion of the plan.

The plan shall require the replacement of impacted habitats under the jurisdiction of the ACOE, CDFG, and/or RWQCB at a 2:1 ratio. In order to implement the creation/ enhancement of habitat onsite, the plan shall detail measures for the onsite replacement of the X-acre of seasonal wetlands/riparian habitat to be directly impacted by the proposed project at a ratio of 2:1. The plan shall specify, at a minimum, the requirements specified below.

1. The specific location of creation/enhancement sites in the open space area;

2. The quantity and species of plants to be planted;

3. Planting procedures, including the use of soil preparation and irrigation (when needed);

4. Methods for the removal of non-native plants;

5. A schedule and action plan to maintain and monitor the creation/enhancement areas;

6. Contingency measures in the event that creation/enhancement/restoration efforts are not successful. These may include corrective grading, the removal of non-native plants, the planting of native plants, and/or the creation of additional wetland habitat;

7. At a minimum, biological monitoring of the created habitats shall be conducted bi-annually for five years from completion of the created wetlands and riparian habitat. An annual monitoring report shall be submitted to the City;

8. The project proponent(s) shall be responsible for the cost of all habitat creation activities, monitoring, and implementation of contingency measures. Following the five-year monitoring period, the preservation and ongoing maintenance of the habitats would be the responsibility of the project proponent. The required preservation and maintenance of the created habitats would be recorded as a deed restriction against the property.

Success Criteria: At a minimum, the created wetlands shall have similar hydrology and length of saturated soils to the naturally occurring wetlands in the open space, and native plant diversity at least equal to that occurring in the naturally occurring wetlands in the open space. If the success criteria are not met, then the contingency measures described

above would be implemented. The contingency measures shall be implemented as soon as monitoring detects that the success criteria will not likely be achieved and not necessarily at the end of the five-year monitoring period.

The plan shall also require collecting baseline data of the habitats to be temporarily disturbed and restoring this area to its pre-disturbance condition. Specifically, prior to the disturbance, the plan shall detail methods for describing the plant species in the disturbance area, including the species present, the relative abundance of these species, vegetative cover, and the relative abundance of native and non-native species. This information shall define the pre-disturbance condition to which the disturbance area needs to be returned.

Following disturbance activities within the channel, the plan shall detail methods for re-vegetated the disturbed area and preventing the spread of invasive plant species. This may include the planting of appropriate plant species and monitoring at monthly intervals for a six-month duration. If it is determined by the monitoring biologist that the channel has returned to a condition equivalent to its pre-disturbance condition, then no additional measures shall be required. If the monitoring biologist determines that the area has not returned to a condition equivalent to or exceeding its pre-disturbance condition (based on the percent native/non-native plant species present, vegetative cover, and other factors), then the plan shall include corrective measures that would be implemented. These measures may include the removal of non-native species and the planting of native species. When it is determined by the monitoring biologist that the channel has returned to a condition equivalent to or exceeding its pre-disturbance condition, then no additional measures shall be necessary.

Success Criteria: The disturbance area has returned to a condition equivalent to or exceeding its pre-disturbance condition, based on the relative abundance of native species, percent ground cover, and plant species composition. If the success criteria are not met, then the contingency measures described above would be implemented.

Alternatively, the project proponent(s) may purchase wetland mitigation credits (at a 2:1 ratio) at an ACOE-approved mitigation bank.

c) Jurisdictional wetlands and waters potentially regulated under the authority of the Corps, RWQCB, and CDFW are potentially present on the Property. Fill of these regulated features for creek crossings may require authorization under Sections 404 and 401 of the Clean Water Act (CWA) and authorization under Section 1600 of the Fish and Game Code.

Mitigation Measure IV-7: Corps Regulated Wetlands/Waters.
A wetland delineation shall be prepared to document the extent of jurisdictional features if any construction activity could result in impacts to wetlands/waters that may be potentially considered jurisdictional. If the wetlands/waters are deemed jurisdictional and construction activities are proposed that could impact these features, permits shall be obtained prior to construction. Setbacks from the wetlands/water features may be required to protect habitat and water quality.

d) Wildlife corridors are described as pathways or habitat linkages that connect discrete areas of natural open space otherwise separated or fragmented by topography, changes in vegetation, and other natural or human induced factors such as urbanization. The fragmentation of natural habitat creates isolated “islands” of vegetation that may not provide sufficient area or resources to accommodate sustainable populations for a number of species, thus adversely affecting both genetic and species diversity.

Corridors often partially or largely mitigate the adverse effects of fragmentation by (1) allowing animals to move between remaining habitats to replenish depleted populations and increase the gene pool available; (2) providing escape routes from fire, predators, and human disturbances, thus reducing the risk that catastrophic events (such as fire or disease) will result in population or species extinction; and (3) serving as travel paths for individual animals moving throughout their home range in search of food, water, mates, and other needs, or for dispersing juveniles in search of new home ranges.

The project area is immediately bordered to the south and east by residential development. The project area is bordered to the west and north by large expanses of open space. Wildlife can currently move relatively unrestricted between portions of the project area and the surrounding open space. The majority of the site (90%) is in agricultural crop production limiting its value as wildlife habitat. Impacts to migratory corridors would be minimal as wildlife species would be able to freely circumvent the site by traveling around the site to the west.

e) The Project would not conflict with any local policies or ordinances protecting biological resources as summarized below:

- *Policy O-1 - Protect and enhance riparian corridors by requiring setbacks and open space easements within development along San Juan Creek and other streams within the Planning Area.*

  The Project would provide a strip of open space along the creek on its south side. The drainage ditch along the Project’s First Street frontage also would be buffered from the Project by the City’s easement.

- *Policy O-2 - Where feasible, retain streams and creeks in their natural channels rather than placing them in culverts or underground pipes. Where stream channels must be deepened, widened, or straightened, they should be landscaped and revegetated afterwards.*

  The Project involves a bridge crossing the on-site creek and not a culvert.

- *POLICY O-3 - Where development occurs within the 100-year flood plain, require on-site and off-site drainage improvements which minimize the risk of on-site and downstream flooding. To the maximum extent feasible, such improvements should retain the natural character of streams and creeks and should emphasize*

stormwater detention basins rather than "channelization."

The Project would include a stormwater detention basin pond and does not include any channelization.

f) The site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

g) There are no oak woodlands on the site that could be affected by the proposed Project.

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Background:

A cultural resources assessment of the site was performed by Mary Doane and Gary Brescini of Archaeological Consulting, May 28, 2014. That study included a literature/ database review (California Historic Resources Information System – Northwest Information Center) and site reconnaissance. The search of the CHRIS files at the Northwest Information Center found no prehistoric archaeological sites recorded within one kilometer of the project area. Several historic resources are located in San Juan Bautista around the mission and the center of town. The CHRIS search of the California Inventory of Historical Resources, California Historical Landmarks, and the National Register of Historic Places discovered no listed resources in the project area. Historic plat maps from 1867 also depict no structures in the project area.

Several previous archaeological studies have included parts of the project area or areas immediately adjacent to the project area (Breschini and Hampson 1981; Hampson and Haversat 1988; Archaeological Resource Management 2002; Busby 2003; Nettles and Price 2007; Breschini 2010; Doane and Breschini 2011, as cited in Archeological Consulting, May 28, 2014). A recent geoarchaeological overview includes the project area within its extensive study area (Rosenthal and Meyer 2004, as cited in Archeological Consulting, May 28, 2014). This study places the project area within an alluvial formation that has a low potential for surface evidence of archaeological sites and high potential for buried prehistoric resources. (Archaeological Consulting, May 28, 2014)

The field survey found none of the materials frequently associated with prehistoric cultural resources in this area (dark midden soil, fire affected rocks, bones or bone fragments,

flaked lithics, ground stone, eroded marine shell fragments, etc.) were observed in the project area during the field survey. The native surface soil in the project area was dry brown silt that contained sub-angular fragments of native shale and moderate amounts of imported rock. Sparse earthenware ceramic and glass shards were noted on the surface of the small slope in the southeastern part of the project area. No surface evidence of historic period cultural resources was seen in the remainder of project area during the survey.

Discussion:

a, b, d) The cultural resources survey concluded that the project area does not contain surface evidence of potentially significant archaeological resources. The ceramics and glass noted on the slope area have been moved by plowing. No concentration of materials indicative of an historic feature is apparent. Therefore Project construction would not have a significant impact to known resources. However, there is a small chance that an unknown resource could be uncovered during construction. Mitigation Measure V-1, below, would reduce this impact to a less-than-significant level. Because the site surface soils are recent colluvium and alluvium, and deep excavation is not proposed, it is unlikely that any paleontological resources would be encountered.

> *Mitigation Measure V-1:* Unidentified Cultural Resources. If prehistoric or historic archaeological resources or human remains are unexpectedly discovered during construction, work shall be halted within 50 meters (160 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

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

Background:

A feasibility-level geotechnical report was prepared for the Project site by Berlogar Stevens & Associates (April 7, 2014). That study included a review of published geologic reports

and maps for the area, field exploration, laboratory testing, and analysis of field and laboratory data. Berlogar Stevens & Associates also prepared a brief letter discussing fault-related issues (Berlogar Stevens, May 21, 2014). The report and letter are summarized below, and are available for review at the City offices.

Soils

Two soil borings were conducted to depths of 5 feet and one Cone Penetrometer Test was performed to a depth of 50 feet on the site. The soil profile to a depth of 50 feet is predominately clay and silty clay with thin interbedded lenses of silty sand and sandy silt. Below the surface clay layer an approximately one-foot thick layer of silty sand with some clay was encountered in one of the borings. The most distinct sand layer logged by the CPT is about one foot thick and was encountered at a depth of 41 feet.

The near-surface clay soils were determined to be moderately to highly expansive (expansive soils expand and shrink substantially when wetted and dried, respectively) (Berlogar Stevens, April 7, 2014).

Groundwater

Groundwater in the site borings was found at a depth of 4.5 feet below the surface. This level may vary over time and at different location on the site due to variations in irrigation, precipitation, pumping, and other factors. Other aquifers exist at greater depths underlying the site.

Seismic Hazards

Fault Rupture

The Project site is located within the Earthquake Fault Study Zone of the San Andreas Fault, as designated by the California Geologic Survey (formerly California Division of Mines and Geology) under the Alquist-Priolo Earthquake Fault Zoning Act (1972). The Earthquake Fault Study Zone map includes areas 1/8- mile on either side of the main trace of the San Andreas Fault (See Figure 7). Before a project can be permitted within a designated Earthquake Fault Study Zone, cities and counties must require a geologic investigation to demonstrate that proposed buildings for human occupancy would not be constructed across active faults. These studies involve peer-reviewed trenching within the Earthquake Fault Study Zone. If an active[1] fault is found, a structure for human occupancy must be set back from the fault (generally 50 feet)[2]. Trenching would be required to determine if the fault or associated fault splays are present on the site. This is discussed further in the "Discussion" section, below.

[1] "Active" is defined as evidence of activity within the past 11,000 years.

[2] California Department of Conservation, California Geologic Survey, "Natural Hazards Disclosure: Alquist-Priolo Earthquake Fault Zones", last updated January 12, 2011.

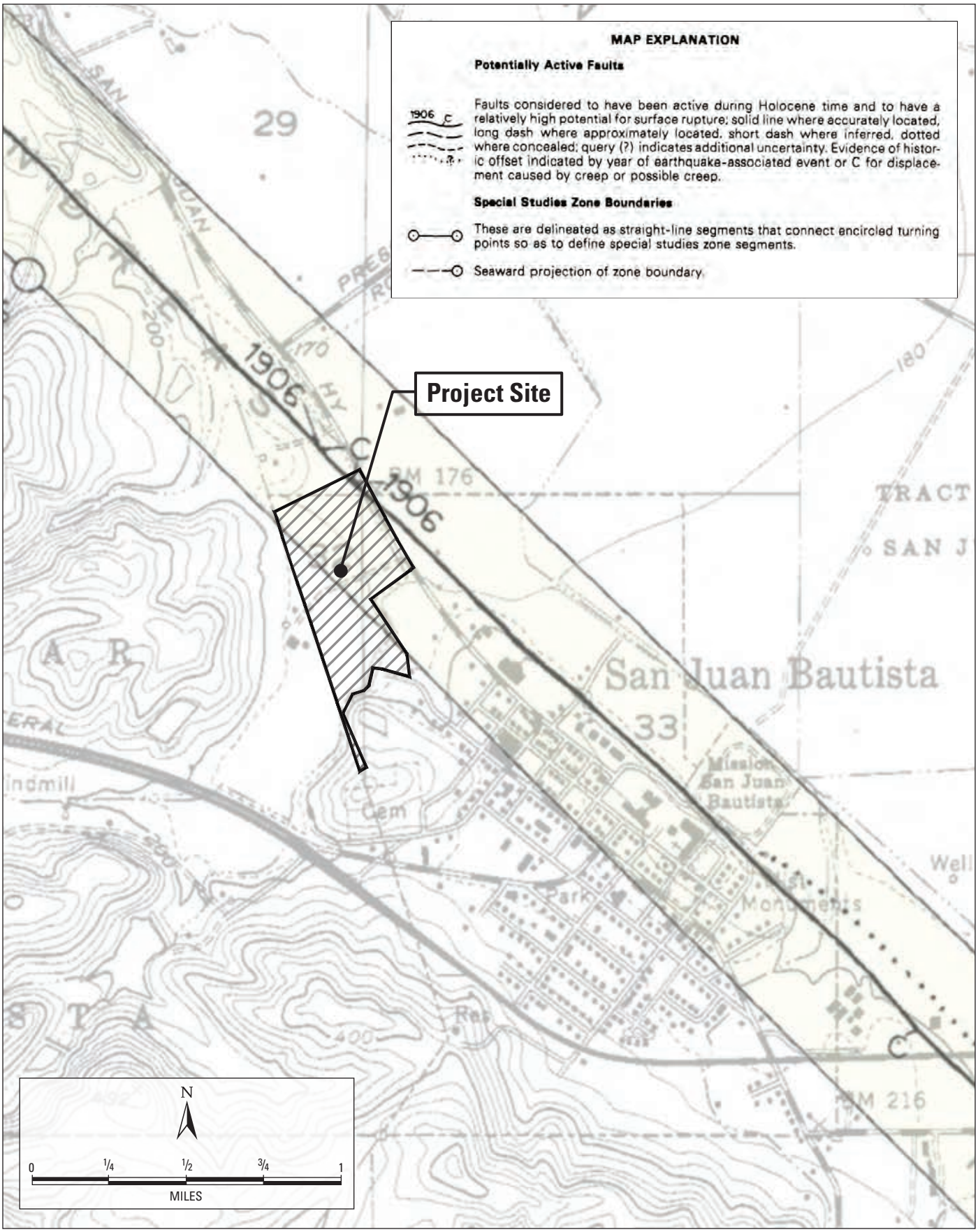

Figure 7
Fault Zone Map

Source: USGS Alquist-Priolo Fault Zone Map, San Jaun Bautista

Seismic Shaking
Berlogar Stevens (April 7, 2014) evaluated the ground shaking potential on the site. The site is subject to strong, very strong, or violent ground shaking in the event of a major earthquake on the San Andreas Fault (Gregory Ruf, Principal Engineer, Berlogar Stevens, pers. comm. May 27, 2014). The geotechnical report identified the peak ground acceleration (PGA) with a maximum 10% chance of exceedance in 50 years on the site as 0.65 g on the site. (One "g" is the force of gravity.) The California Building Code (CBC) requires that all residential structures meet a minimum life safety design criteria under which structures do not collapse (although they may be severely damaged). The geotechnical report identified design-level criteria for residential structures on the site.

Ground Failure
Liquefaction is the temporary transformation of a water-saturated, cohesionless (sandy) soil into a viscous liquid during strong- to violent ground shaking. Liquefaction can result in loss of support for foundations from differential settlement or flow-related failures on sloping ground or where open faces (such as creek channels) are present (lateral spreading). Although most of the soils underlying the site are not subject to liquefaction, some thin layers of sands and sandy soils exist beneath the site. Based on limited data (a single boring), Berlogar Stevens estimated that differential settlement on the order of 3.5 inches may occur on the site in a major earthquake (Berlogar Stevens, April 7, 2014, p. 4). Berlogar Stevens also found that lateral displacement on the order of 30 inches could occur on the site. Further evaluation of these hazards was recommended should the project proceed.

The site does not have any steep slopes, therefore landslide hazards are minimal.

Discussion:

a, c) As described above, the site may be subject to fault rupture, liquefaction, differential settlement, and/or lateral spreading. These processes may damage or destroy houses and infrastructure proposed for the site if those facilities are not properly designed or located. In addition, strong seismic shaking may damage even properly designed constructed houses and infrastructure, and result in injury or death to occupants from falling objects, gas line ruptures, and fires. These impacts are common to many sites near active faults in California. Additional geotechnical evaluation would be required to determine the exact effects of these hazards on the Project as currently laid out in the Preliminary Tentative map. Landslide hazards to the Project would be minimal and do not require further evaluation.

Mitigation Measure VI-1: Seismic Hazards.
VI-1a) A detailed seismic and fault evaluation of the site as described in the Berlogar Stevens April 7 and May 21 reports shall be conducted. That evaluation shall include peer-reviewed trenching of the site extending across the mapped Earthquake Fault Study Zone approximately perpendicular to the mapped trace of the San Andreas fault, a distance of approximately 700 feet, at a depth of 10-12 feet below the ground surface. The scope of the investigation shall be developed in consultation with the third-party geologic

reviewer retained by the City of San Juan Bautista. In the event that evidence of an active fault trace is found within the Project site, all residences shall be set back a minimum of 50 feet from that trace. Residences also shall be designed, at a minimum, to withstand the maximum acceleration in the design earthquake (10% chance of exceedance in 50 years) without collapsing (Life Safety standard). Other design recommendations of the seismic study shall be incorporated into structural, foundation, and essential infrastructure designs.

VI-1b) A detailed liquefaction/lateral spreading/differential settlement analysis shall be conducted for the site. That study shall include subsurface exploration consisting of conventional drilling to allow soil sample collection to a maximum depth of 50 feet, as recommended in the Berlogar Stevens (April 7, 2014) report. Field studies also shall determine the depths and limits of undocumented fill on the site, as well as better characterize the site's groundwater, including seepage issues. Laboratory testing shall be conducted as recommended by the Project geotechnical engineer. The Final Map shall include all recommendations of the Project geotechnical engineer's report, including those for site preparation and foundation design.

VI-1c) If dynamic compaction of soils is proposed to reduce settlement/liquefaction/ lateral spreading hazards, a vibration assessment shall be conducted and compaction shall be designed and implemented to assure that nearby houses are not damaged. Pre- and post- compaction surveys of nearby houses may be required as part of this assessment.

VI-1d) Utility lines crossing a fault trace or determined to be subject to differential settlement or other ground failure shall be designed to withstand rupture in the event of a design earthquake.

VI-1e) All initial purchasers of project homes shall be provided seismic safety information pamphlets, such as the State of California's Homeowner's Guide to Seismic Safety (http://www.seismic.ca.gov/pub/CSSC_2005-01_HOG.pdf).

b) Grading would be required for site preparation, including excavation of the detention basin with cuts and fills on the order of a few feet to create level lots in the lower portions of the site, and slightly deeper cuts and fills anticipated to create level lots in the upper (western) portion of the site. Trenching would be required for underground infrastructure installation. Although no grading plans have been developed, the grading would be balanced onsite, if feasible. The quantities of materials to be graded have not been estimated. Site grading could result in erosion and subsequent off-site deposition, which could adversely affect onsite and nearby drainages. Development and implementation of construction and post-construction erosion control programs in the form of a SWPPP and a SWMP, as identified in Mitigation Measure IV-5 above, would reduce this impact to a less-than significant level.

c) See discussion under a) above.

d) Moderate-to-highly expansive soils have been mapped as occurring on the Project site. These soils, if not properly treated or designed for, could damage house foundations and infrastructure.

Mitigation Measure VI-2: Expansive Soils.
The presence of expansive soils shall be addressed in foundation, infrastructure, and roadway design to the satisfaction of the project engineer and City staff. The use of post-tensioned concrete slabs on grade may be applicable to house designs.

e) Project houses would not use septic systems, but rather would be connected to the City's sewage treatment system. Therefore no impacts associated with septic systems and soil permeability would occur as a result of the Project.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Background:

Gases that trap heat in the atmosphere are referred to as greenhouse gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, similar to a greenhouse. The accumulation of GHGs has been implicated as a driving force for Global Climate Change. Definitions of climate change vary between and across regulatory authorities and the scientific community, but in general can be described as the changing of the earth's climate caused by natural fluctuations and the impact of human activities that alter the composition of the global atmosphere. Both natural processes and human activities emit GHGs.

The major concern is that increases in GHG emissions are causing Global Climate Change. Global Climate Change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, the vast majority of the scientific community now agrees that there is a direct link between increased emission of GHGs and long-term global temperature. Potential global warming impacts in California may include, but are not limited to, loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years. Secondary effects are likely to include a global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity (Cal EMA, 2012).

The accumulation of GHGs in the atmosphere regulates the earth's temperature; however, emissions from human activities such as electricity production and motor vehicles have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to Global Climate Change. GHGs include all of the following gases; carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons, perfluorocarbons, nitrogen trifluroide (NF3), and sulfur hexafluoride (California Health and Safety Code section

38505(g)). Carbon dioxide is the reference gas for climate change because it has the smallest warming potential. To account for the warming potential of different GHGs, GHG emissions are quantified and reported as CO2 equivalents (CO2e). The effects of GHG emission sources (i.e., individual projects) are reported in metric tons/year of CO2e. This allows for convenient comparisons between projects that have different percentages of the seven GHGs.

State Standards

Assembly Bill 32 (AB 32)

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (CARB) to design and implement emission limits, regulations, and other measures, such that statewide GHG emissions will be reduced to 1990 levels by 2020.

The Scoping Plan included a comprehensive set of actions designed to reduce overall carbon emissions in California. These measures were approved by the California Air Resources Board on December 11, 2008. Key elements of the Proposed Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing state laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the state's long-term commitment to AB 32 implementation.

The Climate Change Proposed Scoping Plan states that local governments are "essential partners" in the effort to reduce GHG emissions, and that they have "broad influence and, in some cases, exclusive jurisdiction" over activities that contribute to GHG emissions. The plan acknowledges that local governments have broad influence and, in some cases, exclusive authority over activities that contribute to significant direct and indirect GHG emissions through their planning and permitting processes, local ordinances, outreach and

education efforts, and municipal operations. Many of the proposed measures to reduce GHG emissions rely on local government actions. The plan recommends that local governments reduce GHG emissions by approximately 15 percent from current levels by 2020, where current levels would be considered 2010 levels (CARB, 2008).

The Climate Change Proposed Scoping Plan also includes recommended measures that were developed to reduce GHG emissions from key sources and activities while improving public health, promoting a cleaner environment, preserving our natural resources, and ensuring that the impacts of the reductions are equitable and do not disproportionately impact low-income and minority communities. These measures also put the state on a path to meet the long-term 2050 goal of reducing California's GHG emissions to 80 percent below 1990 levels.

2013 Status of Scoping Plan Recommended Measures

To determine the quantity of the emissions reductions necessary to attain AB32 goals, CARB's Climate Change Scoping Plan[3] projected GHG emissions in 2020 under a "business-as-usual" (BAU)[4] scenario (CARB, 2008). Next, CARB analysis calculated that a reduction of 21.7 percent from 2020 BAU emissions is required for California to reach 1990 emissions levels. CARB, per the Scoping Plan, recommends that local governments utilize a 15 percent GHG reduction below "today's" levels by 2020 to ensure that community emissions match the State's reduction target, where today's levels would be considered 2010 levels.

The Final Supplement to the AB32 Scoping Plan Functional Equivalent Document (FED) (Final Supplement) was prepared on August 19, 2011. The "Proposed Scoping Plan" for reconsideration had a few modifications including a revision to the 2020 BAU forecast. The BAU forecast was adjusted in part to account for the challenging economic conditions in California.

City of San Juan Bautista GHG Goals

The goals of the City, as demonstrated in City of San Juan Bautista Draft Energy Action Strategy ([EAS], [Energy Action Strategy], 2013), are consistent with the State-recommended goal for local governments to show a minimum GHG emission reduction of 15 percent from projected BAU levels (i.e., 2010 levels) by the year 2020 for development projects. It should be noted that the Project would be required to comply with the minimum mandated measures of the 2010 California Green Building Standards Code (CalGreen Code).

[3] Originally the Scoping Plan called for a 29 percent reduction in BAU emissions.

[4] A 'business-as-usual" (BAU) scenario does not take into account any reductions from GHG reduction measures included in the Scoping Plan. It, in effect, is a projection of GHG emissions in the future if we assume that California proceeds as business-as-usual without taking any measures to reduce GHG emissions pursuant to AB32 mandates.

Discussion:

a, b) The project's short-term construction related and long-term operational emissions were estimated using California Emissions Estimator Model (CalEEMod) version 2013.2.2 program. CalEEMod calculates indirect GHG emissions from energy use, water/wastewater conveyance, solid waste disposal, and vegetation planting and/or removal and the benefits from implementing mitigation measures.

Construction Emissions

Estimated increases in GHG emissions associated with construction of the project are summarized in Table GHG-1 below.

Table GHG-1: Construction GHG Emissions

	CO2 Emissions (Metric Tons CO2e)
Total Construction GHG Emissions	862

Source: CalEEMod, May 2014 (See Appendix)

As presented in the table above, short-term construction emissions of GHG associated with Project construction are estimated to be 862 metric tons CO2e. Construction emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. Due to the size of the project, the project's estimated construction-related GHG contribution to global climate change would be considered negligible on the overall global emissions scale. However, the project's construction GHG emissions have been amortized over the lifetime of the project, which is assumed to be 30 years for this analysis, and included in the annual operational GHG emissions for disclosure purposes. Amortizing the construction GHG emissions and including them in the annual operational emissions would represent a more conservative scenario for the annual operational emissions.

Operational Emissions

The long-term operational GHG emissions estimate for the project incorporates the project's potential area sources and vehicle emissions, emissions associated with utility and water usage, and the generation of wastewater and solid waste. In addition, as stated above, the one-time release of construction GHG emissions have been included in the annual operational GHG emissions estimate in order to provide a more conservative scenario. Estimated increases in GHG emissions associated with the project are summarized in Table GHG-2 below. As shown in the table, the annual GHG emissions associated with the project by year 2020, including construction GHG emissions, would be 1666 metric tons CO2e.

Table GHG-2: Project (2020) Operational GHG Emissions

	CO2 Emissions (Metric Tons CO2e)
Annual Operational GHG Emissions	1637
Construction GHG Emissions[1]	29
Annual GHG Emissions	1666

[1]See Table 4; Amortized over the estimated 30-year project lifetime.
Source: CalEEMod, May 2014 (See Appendix)

Consistent with the goals of the City and CARB, the significance threshold of a minimum GHG emission reduction of 15 percent from projected BAU levels (i.e., 2010 levels) by the year 2020 is used for this analysis. Thus, the project's 2010 levels were estimated in order to determine the net decrease in the project's GHG emissions over time. The 2020 BAU analysis has been calculated using CalEEMod in the year 2010. As presented in Table GHG-3 below, the projected BAU GHG emissions were estimated to be approximately 1953 metric tons CO2e.

Table GHG-3: Project BAU (2010) Operational GHG Emissions

	CO2 Emissions (Metric Tons CO2e)
Annual Operational GHG Emissions	1924
Construction GHG Emissions[1]	29
Annual GHG Emissions	1953

[1]See Table 4; Amortized over the estimated 30-year project lifetime.
Source: CalEEMod, May 2014 (See Appendix)

Consequently, the project would result in approximately a 14.7 percent reduction in annual GHG emissions from the projected BAU level by 2020 ([1,953 metric tons CO2e – 1,666 metric tons CO2e] / 1,953 metric tons CO2e x 100% = 14.7%). The reduction in GHG emissions would be attributable to the project's advancement of vehicle and equipment efficiency, and more stringent standards and regulations as time progresses, such as State regulation emission reductions (e.g., Pavley, Low Carbon Fuel Standard, and Renewable Portfolio Standard). It should be noted that although a reduction related to such attributes would occur for every development project, CalEEMod takes into consideration how much

of each attribute is applied for each specific project based on the size of the project and associated land uses.

In addition, as stated previously, the project would be required to comply with the minimum mandatory measures of the CalGreen Code, which would result in an estimated 1.8 percent reduction. The total reduction in GHG emissions is presented below in Table GHG-4. As shown in the table, the project would reduce operational GHG emissions from BAU levels by approximately 16.5 percent by the year 2020, which exceeds the minimum reduction threshold of 15 percent.

Table GHG-4: Project GHG Reductions (%)

Feature	Percent Reduction (%)
Compliance with CalGreen Code[1]	1.8
Reduction from Projected 2020 BAU by 2020[2]	14.7
Total Percent Reduction	16.5

[1] CARB estimates a three million metric tons CO2e reduction by 2020 due to the CalGreen Code, which is approximately 1.8 percent of the State's reduction goal; thus, compliance with the Code would result in an approximate 1.8 percent reduction
[2] Percent reduction of project GHG emissions from projected 2020 BAU levels by 2020 (see calculation in text above)
Source: RCH Group, 2014

Conclusion

As stated previously, short-term construction GHG emissions are a one-time release of GHGs and are not expected to significantly contribute to global climate over the lifetime of the project. Even under a conservative scenario, where construction GHG emissions are amortized over the lifetime of the project and incorporated into the estimated annual operational GHG emissions, the overall annual GHG emissions associated with the project would be reduced by over 15 percent by the year 2020. It should be noted that the actual annual emissions over the lifetime of the project would be less than presented, due to the one time release of construction-related GHG emissions. Because the project would meet the 15 percent minimum reduction threshold per the 2008 Scoping Plan and the goals of the City, the project would not hinder the State's ability to reach the GHG reduction target nor conflict with any applicable plan, policy, or regulation related to GHG reduction, and impacts related to GHG emissions and global climate change would be considered less than significant.

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

Background:

The Project site has been historically used primarily for row crops and grazing and does not appear to have been previously developed. Based on these uses, it is possible that agricultural chemicals and fertilizer residues are present on the site. California EPA's Envirostar database, accessed May 28, 2014, shows no "Cortese List" hazardous

materials or cleanup sites in the City of San Juan Bautista or in the County near the Project site.

Discussion:

a, b, c) The Project is a residential subdivision and would not result in the use, transport, or generation of substantial quantities of hazardous materials. Petroleum products, paint, solvents, and other construction-related potentially hazardous substances would be used during construction. These would typically be in small containers, transported and handled by professionals, and any spills would be promptly cleaned up. Therefore they would not constitute a significant hazard or risk of upset. After construction, small quantities of hazardous materials would be in household use. These also would not constitute a hazard to public health or safety. There are no schools within one-quarter mile of the site.

d) As discussed in the Background section, above, there are no Cortese List (Government Code Section 65962.5) sites on or near the site.

e, f) There are no airports or airstrips in San Juan Bautista or within two miles of the Project site. The nearest major airports are in Monterey and San Jose. The City of Hollister also has a municipal airport about 12 miles from the site. Therefore there would be no airport-related hazards to or from the Project.

g) The Project includes a traffic calming circle on the San Juan Highway, as well as through access to Third Street. The City Engineer has reviewed the access plan and determined that it would not impede emergency access or evacuation.

h) The California Department of Forestry and Fire Protection (CALFIRE) fire hazard maps show the northern and western portions of the site as in Moderate and High wildfire hazard areas (San Juan Bautista, Draft General Plan Background Report, 2013, Chapter 10, Public Safety, Map 10.2). CAL FIRE has a legal responsibility to provide fire protection within State Responsibility Area (SRA) lands. The designation of SRA lands depends on land ownership, population density, and land use (CAL FIRE, 2013). The City of San Juan Bautista is located within a Local Responsibility Area, therefore within the City, fire protection services are provided by the San Juan Bautista Fire Department. However, the lands adjacent to the city limits are within a SRA. Fire protection is discussed further in Section XIV, Public Services.

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

Background:

The Project site is in the San Benito River drainage area. The site drains generally from north to south. An unnamed intermittent creek runs along the southern edge of the site until it reaches the east side of the site. It then flows north towards a culvert. Water is then directed to a ditch flowing northward along the site's San Juan Highway frontage. No portions of the site are within a mapped 100-year flood plain (Federal Emergency Management Agency, Flood Insurance Rate Map, April 16, 2009, Panel 06069C0156D).

Minor flooding at the ditch where the Project driveway meets the San Juan Highway has been reported by the applicant and City staff (Fulton and Grimsley, pers. com. May 29, 2014).

No data is available for water quality in the on-site creek. Water quality likely varies with flows, and may include some agricultural contaminants. Groundwater is shallow (measured by Berlogar Stevens at 4-5 feet below the site surface in March 2014) and may contain high nitrate levels.

Discussion:

a, f) Project construction would involve site grading, which could potentially contribute sediments and nutrients to the onsite creek and drainage ditch if not properly controlled. The Project would include a Stormwater Pollution Prevention Plan (SWPPP) to prevent contamination of nearby waterways from construction stormwater. After construction, runoff from the site could include oil and grease from Project roadways, and herbicides and pesticides associated with landscaping. This runoff would be treated by vegetation in the proposed stormwater detention pond. A Stormwater Management Plan, as identified in Mitigation Measure IV-5, also would reduce water quality impacts of the proposed houses and roadways to less than significant. The following additional measures shall be implemented to reduce this impact to less than significant.

Mitigation Measure IX-1: Stormwater Pollution.

a) The applicant shall submit a site development plan including on-site drainage provisions, curbs, trash enclosure, on-site driveways, asphalt pavement, on-site pavement markings, handicap parking stalls, directional signs, information signs and ingress and egress signs.

b) The project shall install siltation devices on all inlets and storm water catch basin.

b) The project would cover much of the site with impervious surfaces, which would slightly reduce infiltration to the regional groundwater aquifers. In addition, the project would require between 30 and 45 acre-feet of water/year[5], which is drawn from local aquifers.

[5] The 30 acre-feet is based on the current gallon per capita per day (gpcd) average in San Juan Bautista, which is 100 gpcd. The 43 acre-feet is based on the water consumption number that the City uses for planning, which is 140 gpcd.

This would not significantly affect overall groundwater conditions in the aquifer, which is extensive and used primarily for agricultural purposes. Shallow groundwater may be encountered during construction, and dewatering may be required for some foundation and infrastructure development. Dewatering would not adversely affect ground- or surface waters.

c, d, e) The Project would have an internal drainage system that would replace the existing natural drainage. The project's system would consist of a system of curbs, gutters, inlets, and in-street storm sewers that would direct runoff to an approximately two-acre-foot detention basin (approximately one acre in area by two feet deep) near the site's entrance. The storm drain system would be sized to handle the difference between the10-year pre-construction and 100-year post-construction rainfall events without increasing existing peak flows off of the site. This quantity has been preliminarily calculated at about 1.93 acre-feet (San Benito Engineering, March 25, 2014 design memo). Therefore no capacity impacts would occur to flows in the ditch downstream. However, the creek onsite would continue to experience minor flooding at the Project entrance. The applicant is investigating possible approaches to remediating this flooding, including the possibility of constructing detention pond upstream of the site (Fulton, pers. com, May 29, 2014). The project would not worsen this flooding, nor would it expose any houses to this problem. See also Item a), above regarding erosion and sedimentation.

g, h) The site is not mapped as within a 100-year flood hazard zone, and therefore the Project would not place housing within any such zone.

i) Dam failure presents only a small risk to San Juan Bautista. Earthquakes can cause levees and dams to break down. The San Justo Reservoir dam is in close proximity to San Juan Bautista, and flooding could reach San Juan Bautista in the event of dam failure. Keeping the dam and levees properly maintained is critical to mitigating the risks of flooding from dam failure, however, the risk of the San Justo Reservoir dam failing is minimal (San Juan Bautista, Draft General Plan Background Report, 2013, Chapter 10, Public Safety. p. 10-10).

j) San Juan Bautista is located approximately 14 miles from the coastline and is 217 feet above sea level. Given the City's location, sea level rise and tsunamis are not a potential risk for flood hazard (San Juan Bautista, Draft General Plan Background Report, 2013, Chapter 10, Public Safety. p. 10-10).

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Background:

The Project site is at the northern edge of the City of San Juan Bautista, with existing and approved residential development and the City's sewage treatment plant to the south, and agricultural lands to the east, west, and north.

The site's General Plan designation would change from Agriculture to Low-Density Residential, and its zoning would be changed from Agriculture (A) to Low-Density Residential (R-1). The City's Planning Commission voted to extend the Urban Service Boundary to include the site on June 10, 2014. City Council consideration is scheduled for September 2014.

The site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area.

Discussion:

a) Because of the Project site's location at the northern edge of the developed part of the City, it would not divide an established community.

b) The Project approvals include a General Plan Amendment and Rezone. Upon approval of those changes, the project would be consistent with the applicable land use plan and zoning. The City is in the process of updating its General Plan. The proposed General Plan Amendment, if approved, would be incorporated into the general Plan Update.

c) As discussed above, the site is not within a Habitat Conservation Plan or Natural Community Conservation Plan area, and therefore would not conflict with any such plans.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES – Would the project:				
Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Background:

There are no known mineral resources on the site and the site is not delineated as a mineral resource recovery site.

Discussion:

a, b) There are no known mineral resources on the site and the site is not delineated as a mineral resource recovery site, therefore the project would not affect any such resources.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XII. NOISE -- Would the project result in:				
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?	☐	☐	☒	☐
Exposure of persons to or generation of excessive ground-born vibration or ground-born noise levels?	☐	☒	☐	☐
A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Background:

The 1998 San Juan Bautista General Plan identified the Ldn[6] metric. The City uses the US Department of Housing and Urban Development standard of 60 dB, Ldn as the maximum acceptable level for exterior noise in new residential developments, and 45 dB, Ldn as the maximum acceptable level for interior noise in new residential developments.

The main source in the City is State Route (SR) 156 is the major noise source in San Juan Bautista. SR 156 is a 4-lane highway to the east of the intersection at The Alameda, and a 2-lane highway to the west of west to the Central Valley in the east. The 2012 average annual daily traffic (AADT) on SR 156 is about 24,000 vehicles.

[6] L_{dn} is the day–night average sound level that is equal to the 24–hour A–weighted equivalent sound level with a 10–decibel penalty applied to night between 10:00 p.m. and 7:00 a.m.

The Alameda/Third Street is the primary thoroughfare in San Juan Bautista, and the City's major connection to SR 156. Motorcycles use this street, and are a significant noise producer. Buses bringing visitors to the Mission enter town from The Alameda, and contribute to the noise profile.

The major noise source in the Project area is traffic on the San Juan Highway (1st Street). Existing peak-hour traffic on 1st Street is fewer than 100 vehicles/hour (Hexagon Transportation Consultants, Inc. *Traffic Study for Proposed Rancho Vista Residential Development,* April 4, 2014, p. 9), which would not generate substantial averaged noise levels, although trucks and motorcycles may produce intermittent high noise levels. Noise from Highway 156 at the site is below 60 dBA Ldn (San Juan Bautista, Draft General Plan Background Report, 2013, Chapter 9, Noise. Map 9-1).

Discussion:

a, c) The project, once operational, would add minimally to traffic on nearby roadways. Further, the proposed entrance traffic circle on San Juan Highway/1st Street would reduce traffic speeds, resulting in reduced vehicle noise. Increased traffic on Third Street would slightly increase noise for residents along that street, however project traffic would be less than 35 vehicles/hour, most of which would be cars, which would have a minimal effect on average noise levels (Ldn). No exceedances of standards would occur.

b) High levels of vibration may occur if dynamic compaction is used to settle soils within 200 feet of existing homes (Gregory Ruf, Principal Engineer Berlogar Stevens, pers. com, May 27, 2014). Excessive vibration could damage nearby homes. Mitigation Measure XII-1, below, would reduce this impact to a less-than-significant level.

> *Mitigation Measure XII-1: Construction Vibration.* If dynamic compaction is proposed as a method of ground improvement to mitigate liquefaction or lateral spreading potential, the applicant shall conduct a vibration study to assure that nearby houses are not damaged. If the study identifies potential hazards to nearby structures from vibration, then an alternative method of ground improvement or foundation construction shall be used, or the site plan shall be adjusted to avoid impacting the susceptible structures.

d) Project construction activities would result in audible noise to existing residents along Ahwahnee Street. Grading equipment, concrete trucks, materials delivery trucks, nail guns, and other general construction noise could occasionally disturb nearby residents. Construction activities would last for up to 29 months. This temporary construction noise is not considered a significant impact. Mitigation Measure XII-2, below, would reduce this impact to a less-than-significant level.

> *Mitigation Measure XII-2: Construction Noise.*

a) The applicant shall restrict the hours of construction to from 7:30 A.M. to 6:00 P.M. Monday thru Saturday. The applicant shall restrict all loud noises, vibratory equipment, truck backup devices and gas powered compaction tools to hours between 9:00 A.M. to 4:00 P.M. Monday thru Saturday.

b) All construction equipment, vehicles, and tools shall have noise suppression devices on them.

c) The applicant shall designate a noise contact person and provide that person's contact information to adjacent homeowners prior to start of construction.

d) All residences shall be equipped with dual pane windows and exterior wall insulation, siding, and interior drywall constructed meeting sound transmission factor of 45 or below.

e, f) The Project would not be located in an airport land use plan area or in the vicinity of an active airstrip. Therefore no noise impacts from those sources would occur.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
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)?	☐	☐	☒	☐
Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Background:

San Juan Bautista is a slow-growth community. In 2011 the population of San Juan Bautista was 1,619. This is a 70-person increase from 1990. The annual growth rate is 0.41 percent; this is higher than the annual growth rate of San Benito County of 0.28 percent. San Juan Bautista currently has approximately 600 housing units. (San Juan Bautista, Draft General Plan Background Report, 2013, Chapter 3 and 4, Demographics and Land Use.)

The Project site is currently undeveloped.

Discussion:

a, b, c) The Project would add 85 units to the existing City housing stock. An additional 27 units are proposed for the adjacent D'Ambrosio project as well as 52units at the Edenbridge project, located at the southern edge of the City. In total, these three projects would increase the City's housing stock by about 27%, with a commensurate increase in population (about 525 new residents at an occupancy of 3.2 persons/unit). The applicant would phase the project home construction to accommodate demand; the City would condition the project to include such phasing. The project would contribute to improvement of water supply infrastructure to address water quality issues, which is addressed in the Utilities section. The ability of infrastructure and services to serve the site is addressed in the Public Services and Utilities sections of this Initial Study.

No housing or people would be displaced as a result of Project construction.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact

XIV. PUBLIC SERVICES:

Would the project result in substantial adverse physical impacts associated with the provision of 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:

i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☒	☐
iii) Schools?	☐	☐	☒	☐
iv) Parks?	☐	☐	☒	☐
v) Other public facilities?	☐	☐	☐	☒

Background:

a) Fire Protection: The City of San Juan Bautista has a 24-hr staff that is part of a joint fire department with the City of Hollister and San Benito County. The Fire Department has three City fire engines fully equipped for structural fire protection service and a County of San Benito Fire engine. The San Juan Bautista Fire Department provides fire suppression, emergency medical services (basic life support), fire prevention, weed abatement, public education, and rescue and extrication services to an area encompassing 70 square miles. The Department also provides first response to hazardous material incidents but does not provide cleanup or abatement. Their services are provided through a contractual agreement with the San Benito County Fire Department to an area extending from Highway 101 on the west to Union Road on the east, and from the San Benito River in the north to the Gabilan Mountains in the south.

   The San Juan Bautista Fire Department is located at 311 Second Street in the City of San Juan Bautista, less than a mile from the proposed Project site. Although it is part of the City of Hollister Fire Department, the City employs 3 full-time firemen, and the station is manned 24 hours a day. The maximum fire department response time within the City limits is 7 minutes, but most locations can be reached within 5 minutes.

b) Law Enforcement: The San Benito County Sherriff's Department provides law enforcement services within the City under contract with the City. The Sherriff maintains its Sherriff Sub-Station within the City; however, the office is used only for administrative purposes; there is no active police station in the City. One full-time

Deputy is assigned to San Juan Bautista. The Sheriff's Office and County Jail are located in the City of Hollister. The deputy sheriff is generally on duty for four 10-hour shifts a week. During off-duty periods, law enforcement is provided within the overall County beat structure. Responses to calls in San Juan Bautista are made by the closest patrol available at the time of the call. Response time varies from about 1 minute when the deputy sheriff is on duty to up to 30 minutes during off-duty periods. Neighborhood Watch meetings are held the third Monday of each month at the Sherriff Sub-Station.

c) Schools: San Juan Bautista is served by the Aromas San Juan Unified School District (ASJUSD). The District covers approximately 100 square miles in western San Benito County, northern Monterey County, and eastern Santa Cruz County. It includes the City of San Juan Bautista and the unincorporated community of Aromas. The ASJUSD was formed in 1991 from territory formerly under the jurisdiction of the San Juan Union School District and the Pajaro Valley Unified School District. It includes elementary/ middle schools (grades K-8) in San Juan Bautista (San Juan School) and Aromas (Aromas School) and Anzar High School (grades 9-12) about two miles north of the City.

Enrollment in the Aromas San Juan Unified School District peaked in 2008 with 1,296 students, and reached 1,291 students in 2010, but has been declining every year since[7]. Student enrollment in 2014 was down to 1,149[8].

District wide enrollment at the K-8 level was 910 during the 2011-2012 school year, with 410 students at San Juan School and 400 students at Aromas School. As of 2014, more than 30% of the student instructional facilities are located in portable facilities[9]. Aromas School has 9 portable classrooms that house 25 students each. San Juan School has no portables.

Anzar High School is located on 2000 San Juan Highway. During the 2011-2012 school year, 401 students' grades 9-12 were enrolled at Anzar High School. The school was constructed in 1997. There are 16 classrooms, one gym, one library, three computer labs, a vocational education building, and several athletic fields. Anzar High School also has 6 portables with 25 students each.

Based on 85 housing units and .67 (primary school) and .34 (secondary school) student per housing unit rates, at build-out, the Project would contribute a total of 58 primary school age children and 29 secondary school age children to the school district.

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[7] All data: San Juan Bautista. (2014). Retrieved from http://www.kidsdata.org/region/1130/san-juan-bautista/results

[8] Bill Rupert, the Director of Maintenance, Operations, and Transportation at the Aromas San Juan School District, Pers. comm., August 20, 2014

[9] Ibid

d) San Juan Bautista has 2 neighborhood parks (Abbe Park and Lauren E. Verutti Memorial Park) totaling 2.19 acres. The San Benito County Parks and Recreation Master Plan defines a neighborhood park as the traditional urban recreational and social focus of the neighborhood. Neighborhood parks should allow for recreational and social activities that cannot be accommodated in residential yards due to size or density limitations. They should be designed for both active and passive recreation activities and meet specific needs of the neighborhood, and should address the needs of all age groups and physical abilities. Recreational facilities found in a neighborhood park are preschool- and elementary-age play areas, picnic areas, shaded seat areas, open grass areas for informal play, and limited sports fields for league play (San Benito County Parks, 2010, p. 47). According to the San Benito County Parkland Classification system, the City should provide 3 to 10 acres, with a 5-acre minimum preferred, of neighborhood parkland within the City. Using the minimum 5 acres, the City has a deficiency of City owned parkland by 8.81 acres.

The City concluded in the 1998 General Plan the deficiency is offset by the State Park and Mission, and by the School, which all provide open space and recreational facilities for public use (City of San Juan Bautista, 1998, p. 5-8).

Additional park and open space lands are also available in the City. These include:

- San Juan Bautista State Historic Park: The State Park encompasses more than 6 acres, which includes a free picnic area, open lawn, restrooms, and historic buildings and maintenance yards on the property (San Juan Bautista General Plan, 1998, p. 5-8). The Historic Park totals 6.47 acres.
- Mission San Juan Bautista: The Mission includes a 10-acre rodeo ground north of the Church, but the area is presently not in use (San Juan Bautista General Plan, 1998, p. 5-8). The Mission grounds in use totals 14.1 acres.
- San Juan School: San Juan Bautista has one public school in its City limits that provides recreational opportunities, and these facilities can be used when the school is not in session. The school provides education for grades K-8. The School contains playfields, basketball courts, and tennis courts that can be rented for non-school use at a nominal fee (San Juan Bautista General Plan, 1998, p. 5-8). A land use inventory was conducted in October 2013 to confirm the public recreational facilities. Currently, the School totals 20.57 acres, and open space makes up approximately half of this acreage.
- Carl Martin Luck Memorial Library: The Carl Martin Luck Memorial Library dedicates half of its 0.93-acre parcel to open space with trees, benches, and a bike rack.

Discussion:

a) As described above, the Fire Department has the ability to provide service and response to the project area.

b) As described above, the Sherriff's Department has the ability to provide service and response to the project area.

c) The proposed Project could potentially generate 58 primary school students and 29 high school students. Existing schools have adequate capacity for this additional student generation. Impact fees would be collected as part of the project and a school bus stop could be provided within the property along Street A/Third Street. The Project also would include a connection to Third Street with sidewalks and bike paths.

d) The proposed Project residents would add slightly to use of City and nearby State Parks. The Project would include a picnic area in the detention basin/open space area. The National Recreation and Park Association (NRPA) park standards and the San Benito County Parkland Classification system are used to analyze existing park conditions. According to the NPRA's recreation and open space standards, a neighborhood park should provide 1 to 2 acres of City parkland per 1,000 people. San Juan Bautista provides 1.35 acres per 1,000 people. With the Project, the City would still meet acceptable standards, with about 1.1 acres per thousand people. As part of any residential project of this scale a park/open space with amenities would be provided or in lieu fees collected for future park development. Therefore this impact would be less than significant.

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

Background:

See discussion of Parks in Section XIV, above.

Discussion:

a, b) The proposed Project residents would add slightly to use of City and nearby State Parks. The Project would include a picnic area in the detention basin/open space area. As part of any residential project of this scale a park/open space with amenities would be provided or in lieu fees collected for future park development. Therefore this impact would be less than significant.

	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION AND TRAFFIC – Would the project:				
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☐	☒
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☒	☐

Background:

A traffic study was prepared for the Project by Hexagon Transportation Consultants, Inc.[10] The discussion below summarizes the findings of that analysis.

[10] *Traffic Study for Proposed Rancho Vista Residential Development,* April 4, 2014.

Roads and Access

The transportation facilities that frame the proposed Project site are 1st Street/San Juan Highway along the northeast side, 3rd Street to the east, and Ahwahnee Street and Donner Street along the south. 1st Street is a two-lane east-west roadway that extends south-eastward from the northern City limits to San Jose Street. North of the City limits, 1st Street transitions to San Juan Highway, which provides access to and from US 101 and SR 129. 3rd Street is a two-lane east-west roadway that extends between Donner Street and Franklin Street at which point it transitions to The Alameda. Currently, 3rd Street runs through central San Juan Bautista and provides access to and from SR 156 via The Alameda. Donner Street is a two-lane residential roadway that runs between 1st Street and 3rd Street with no posted speed limit. Donner Street primarily serves residential land uses located south of 1st Street. Monterey Street and SR 156 are also near the Project site. Monterey is a two-lane north-south roadway that runs between 1st Street and SR 156. Access to the Project site is currently provided via a private driveway that intersects with 1st Street/San Juan Highway, west of Ahwahnee Street.

Transit, Pedestrian, and Bicycle Facilities

The City of San Juan Bautista is served by the San Benito County Transit "County Express" bus service. This bus line stops at Abbe Park and Anzar High School, about two miles north of the site. There are sidewalks and bike lanes along both sides of 1st Street south of the project site boundary and sidewalks along both sides of Donner Street between 3rd Street and 1st Street and along 3rd Street east of Monterey Street. With the exception of the south side of a segment located just south of Donner Street, there are currently sidewalks on both sides of 3rd Street between Donner Street and Church Street. There are no sidewalks on either side of 3rd Street between Church Street and Monterey Street.

Traffic Conditions

Level of Service (LOS) is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. Each of the study intersections was evaluated on the basis of the worst approach, stop-sign controlled, delay time for all vehicles at the intersection. The City of San Juan Bautista General Plan Transportation Policy T-2 identifies LOS C as the standard for intersections during the weekday peak commute periods.

The level of service analysis under existing conditions indicated that all existing study intersections, with the exception of Monterey Street and SR 156, currently operate at LOS A during both the AM and PM peak hours. The intersection of Monterey Street and SR 156 currently operates at LOS D conditions during both the AM and PM peak hours, based on the approach with the highest delay. The signal analysis also indicated that the study intersections without signals currently have traffic conditions that fall below the thresholds that warrant signalization.

Discussion:

a) The Project is not projected to significantly increase traffic or have an adverse impact on existing traffic load and capacity of the access roads or the surrounding street system. The Project area would be accessible from 1st St/San Juan Hwy and 3rd Street extended. With the development of the proposed Project, the private roadway would be developed as a two-lane roadway and extended southward to the south project site boundary. The existing site access along 1st Street would become the primary access to the Project site for vehicles traveling on 1st Street. A second access point to the Project site would be provided with the proposed extension of 3rd Street, north of Donner Street. An evaluation of peak-hour signal warrants was conducted of six intersections and there was no indication of adverse impacts on existing traffic conditions or signalization with the addition of project traffic. The evaluation of site distance at the proposed Project driveways indicated that adequate sight distance would be provided at the proposed Project entrance along 1st Street. Additionally, a second access point is being proposed for secondary access to the project site via 3rd Street, north of Donner Street, which would mitigate some traffic from the primary access road (Hexagon, p. 6). Traffic calming would also be incorporated as part of the Project by introducing roundabouts and bulb outs. Therefore, the Project would have less than significant impact on existing traffic patterns and conditions.

b) The Project should not exceed, either individually or cumulatively, a level of service standard established by the County Congestion Management Agency for designated roads or highways. Results of the level of service analysis under existing plus Project conditions indicated that all of the study intersections, with the exception of the intersection of Monterey Street and SR 156, would continue to operate at acceptable levels of service (LOS B or better) with the addition of Project traffic during both the AM and PM peak hours. Project impacts are based upon a comparison of project conditions levels of service to those under existing conditions. The City of San Juan Bautista General Plan Transportation Policy T-2 identifies LOS C as the standard for intersections during the weekday peak commute periods. The intersection of Monterey Street and SR 156 is projected to continue operating at the existing unacceptable LOS D conditions during the AM and PM peak hours. The addition of Project traffic would result in an increase of no more than 3 seconds during the PM peak hour (less than 1 second during the AM peak hour) to the intersection's worst approach delay and should not cause the peak hour signal limits to be met. The minor street (southbound Monterey Street) approach levels of service D are due to the continuous flow of traffic on SR 156, which can result in less than adequate gaps for left turning traffic. These conditions are not caused by and should not be exacerbated by the proposed Project, which is not projected to add any traffic to the southbound (Monterey Street) approach at the intersection that is experiencing the highest delays. The Project is also projected to add 9 AM and 29 PM peak hour trips to the eastbound left-turn movement on SR 156 to northbound Monterey Street, which is a slight increase in delay from existing conditions but not a significant impact on the existing transportation system (Hexagon, pp. 3-4). Therefore, the Project would have a less-than-significant impact on existing levels of service.

c) The Project would not 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. Therefore, there is no impact on air traffic from the Project.

d) The Project would not create any hazards due to design features or incompatible uses. Design of all internal access roadways should adhere to City of San Juan Bautista and San Benito County roadway design guidelines and requirements, which should prevent hazards (Hexagon, p. 4). Further, the evaluation of site distance at the proposed Project driveways indicated that adequate sight distance to prevent hazards would be provided at the proposed Project entrance along 1st Street (Hexagon, p.6). Therefore, the Project would have no impact on hazards due to design features.

e) The Project would not result in inadequate emergency access. The Project includes a traffic calming circle on the San Juan Highway, as well as through access to Third Street. The City Engineer has reviewed the access plan and determined that it would not impede emergency access or evacuation. Further, the design of all internal access roadways should adhere to City of San Juan Bautista and San Benito County roadway design guidelines and requirements. Adhering to the recommended roadway design guidelines, the proposed internal roadway layout would provide adequate vehicular access (in particular emergency vehicle access) and on-site circulation, making every proposed residential unit within the project development accessible (Hexagon, p. 4). Therefore, the Project would have a less-than-significant impact on emergency access.

f) The Project would not result in inadequate parking capacity because it would include driveways and garages for each new single family home that would be constructed. There would also be sufficient driveways and on-street parking for guests to park temporarily. Therefore, the Project would have no impact on parking.

g) The Project would not conflict with the City's adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks, pedestrian facilities, and bus stops). Assuming a three percent transit mode share, the project would create no more than one new transit rider during each of the peak hours. While the demand generated by the proposed project would not impact existing transit service and necessitate the need for additional facilities, the city may consider adding a dedicated bus stop to encourage alternatives to driving associated with the new development. City staff has recommended that a new transit stop in the project area be considered as part of the General Plan update (City of San Juan Baustista, Urban Growth Boundary Amendment Staff Report, Policy 2.1, May 2014, page 12). Therefore, the Project would have a less-than- significant impact on the City's adopted policies, plans, and programs that support alternative transportation.

Sidewalks and bike lanes are currently provided along both sides of 1st Street south of the Project site boundary. It is recommended that sidewalks be provided along both sides of all new streets within the project site and project frontage. Specifically, a sidewalk along the project's frontage on the south side of 1st Street and along the future extension of 3rd Street

should be constructed to provide residents and visitors with a continuous sidewalk between the project site and surrounding land uses in the area. In addition, roadway improvements at the project access point along 1st Street should be designed to provide for the continuation of existing bike lanes south of the project site. It is also recommended that sidewalks be provided along both sides of all new streets within the Project site and project frontage (Hexagon, pp. 5-6).

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

Background:

Water

The City's water supply is provided from three wells, Wells 1, 2, and 3. The water level at Well No. 1 is significantly lower than normal because the drainage basin that supplies this well has received low rainfall over the past few years. Continued pumping from this well may jeopardize its long-term viability. Well No. 2 has good production rates but high

nitrate levels. To use Well No. 2, the City is required to notify all users of the public water system that households with infants under 6 months old or pregnant women should not use this water. Bottled water is available for these residents. Well No. 3 is out of service due to contamination issues associated with the City's wastewater treatment plant. The City is currently exploring options to address the nitrates issue. Possible solutions include installing a nitrate removal system (ion exchange or reverse osmosis system), drilling well number 2 to a lower depth, tapping into an existing Aromas-San Juan School District well at the southeast corner of the soccer field, or drilling a new well in a higher quality aquifer to the northeast of the City across the San Andreas Fault (Staff Report from City Manager to City Council, May 15, 2014). Water storage would be provided from the City's newly constructed 1.2 million gallon steel water reservoir.

The City wells currently produce between 360,000 and 400,000 gpd. At maximum capacity, they are able to produce 1.03 million gallons per day (mgd).

Wastewater

The City of San Juan Bautista provides sewer services to most properties within the city limits. Most residents in the unincorporated area are on private septic systems. The collection system includes two lift stations, and the treatment plant system has been upgraded from the original aerated pond system to a sequencing batch reactor (SBR) and sludge storage with flow equalization of the treated effluent from the SBR.

The wastewater treatment plant can currently handle a dry weather flow of 270,000 gallons per day (gpd) and a wet weather flow of 500,000 gpd. The City currently averages 159,000 gpd (176,000 gpd peak flow and 148,000 gpd low flow).

Treated effluent that can be reused for irrigation is pumped from recycled water storage tank of the treatment plant through a separate piping system, known as the "purple pipe" system, to public parks in the City. Effluent that cannot be reused is discharged into a drainage channel adjacent to the plant that is a tributary to San Juan Creek, which flows 3.5 miles to the San Benito River. The treatment plant is located at the end of Third Street,

Stormwater

Stormwater from the site drains generally from north to south. An unnamed intermittent creek runs along the southern edge of the site until it reaches the east side of the site. It then flows north towards a culvert. Water is then directed to a ditch flowing northward along the site's San Juan Highway frontage. There is occasional minor flooding along the drainage ditch fronting the San Juan Highway.

Solid Waste

The City sends an estimated 836 tons of waste to John Smith Road Landfill per year. The countywide average residential per-capita disposal rate in 2012 was 2.41 pounds per-capita per day (ppd), or 0.44 tons per-capita per year. The 2012 statewide average disposal rate was 4.3 ppd, the lowest state disposal rate to date.

Undiverted landfill waste is sent to the John Smith Road Landfill, located at 2650 John Smith Road, Hollister CA 95023. The landfill opened in 1968 and is operated by County of San Benito Integrated Waste Management Department. The facility is permitted to receive up to 1,000 tons of waste per day and is estimated to continue operation to 2025 if the landfill were to receive 850 tons per day (TPD), or 2032 at 500 TPD (San Benito County, 2008). The facility has a remaining capacity of 4,625,827 Cubic Yards as of March 22, 2013.

Refuse collection services are provided to residential, commercial, and industrial users by a private carrier under contract with the City. As of 2013, Recology San Benito County is under contract with the City of San Juan Bautista, the City of Hollister, and the unincorporated area of San Benito County. A variety of waste reduction programs are available to City residents, including curbside recycling and organic material collection, composting facilities, commercial on-site recyclables pickup, school recycling programs, public outreach and education efforts, and special or hazardous waste handling programs.

Discussion:

a, b, e) Sewage from the area would be discharged into the sewer collection system and treated at the City's waste-water treatment facility. The proposed Project could produce between 16,230 gpd and 23,392 gpd of wastewater. With the addition of the Project wastewater, the dry weather flows could reach 192,320 gpd and wet weather flows could reach 171,392 gpd. The total wastewater, including wastewater from the City and from the proposed Project, in both dry and wet conditions, is well below the maximum capacity of the wastewater treatment plant.

c) Storm drainage and surface runoff flows would be directed to the drainage ditch along 1st St/San Juan Highway. On-site retention and storm drainage collection systems would be incorporated into the design upon development.

b, d) The proposed Project could have a demand of between 27,200 and 38,080 gpd. The total demand, including average water demand from the City and the high estimate of water from the proposed Project (38,080 gpd), is well below the maximum daily supply capacity of the City. Because of the water quality issue, water supply is a potentially significant impact. It can be reduced to a less-than-significant level by implementation of mitigation measure XVII-1, below.

> *Mitigation Measure XVII-1: Provide Alternative Water Supply or Treatment.* Prior to issuances of any building permits for project houses, the City shall have in place a funded and constructed solution to the high nitrates problem that reduces nitrates to levels below State or federal criteria of concern. This solution may include, but is not limited to, drilling a new well in a higher-quality aquifer, deepening or tapping into an existing well that supplies high-quality water, or constructing a treatment facility of sufficient volume to supply all projected City users.

f, g) The property would be incorporated into the City of San Juan Bautista and be a part of the City's solid waste disposal contract services.

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

Discussion:

a) As described in section IV, Biological Resources, the project may adversely affect a number of special status species, however that impact would be reduced to a less-than-significant level by implementation of identified mitigation measures. No cultural resources have been identified on the site. This IS includes a mitigation measure to reduce the impacts to unidentified cultural resources to less-than-significant.

b) In addition the proposed Project, two other residential projects, the 27-unit D'Ambrosio Vista subdivision and the 52-unit Edenbridge development, are proposed for development roughly at the same time as the proposed Project. A gas station/mini mart project also has been approved at the southern entrance to the City. Construction of these projects may result in overlapping grading and construction traffic. Residents near the project may be exposed from overlapping construction and traffic noise from the Project and the D'Ambrosio development. The three residential projects also would increase demand on the City's water and sewer systems. Mitigation measures applied to each project would reduce these impacts to a less-than-significant level. The City Engineer has calculated

that both systems have adequate capacity to accommodate these projects. (Roger Grimsley, City Engineer, pers. com., May 29, 2014).

c) The project would not involve the use or transport of hazardous materials, or create other potential health risks to the public.

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