



CITY OF SAN JUAN BAUTISTA  
P.O. BOX 1420  
SAN JUAN BAUTISTA, CALIFORNIA 95045

## **NOTICE OF INTENT TO ADOPT A NEGATIVE DECLARATION**

TO: The Public

FROM: City Planner  
City of San Juan Bautista

**Project Title:** Midnight Express Agricultural Transfer Station - Initial Study and Negative Declaration

**Lead Agency:** City of San Juan Bautista

**Applicant:** Mr. and Mrs. Orozco

**Project Location:** Situated on a 18.08 acre site south of Hwy 156 on Old San Juan Hollister Road

**Project Description:** The City of San Juan Bautista is considering an application to construct an agricultural transfer warehouse station on Old San Juan Hollister Road. The subject property is zoned Industrial. The proposal would include a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. The application includes a request for Major Project Site and Design Review and Conditional Use Permit.

**Negative Declaration:** A negative declaration is prepared for the project noting that no significant environmental impacts have been identified - with conditions of approval. The project is designed to avoid the 100-year flood plain and is setback from the trace San Andreas fault lines. The relatively small number of truck trips, using the existing U.S. Highway 156 signalized intersection, were not determined to be a significant environmental impact.

**Hazardous Materials:** Per Section 65962.5 of the Government Code, no hazardous materials are known to exist on the site.

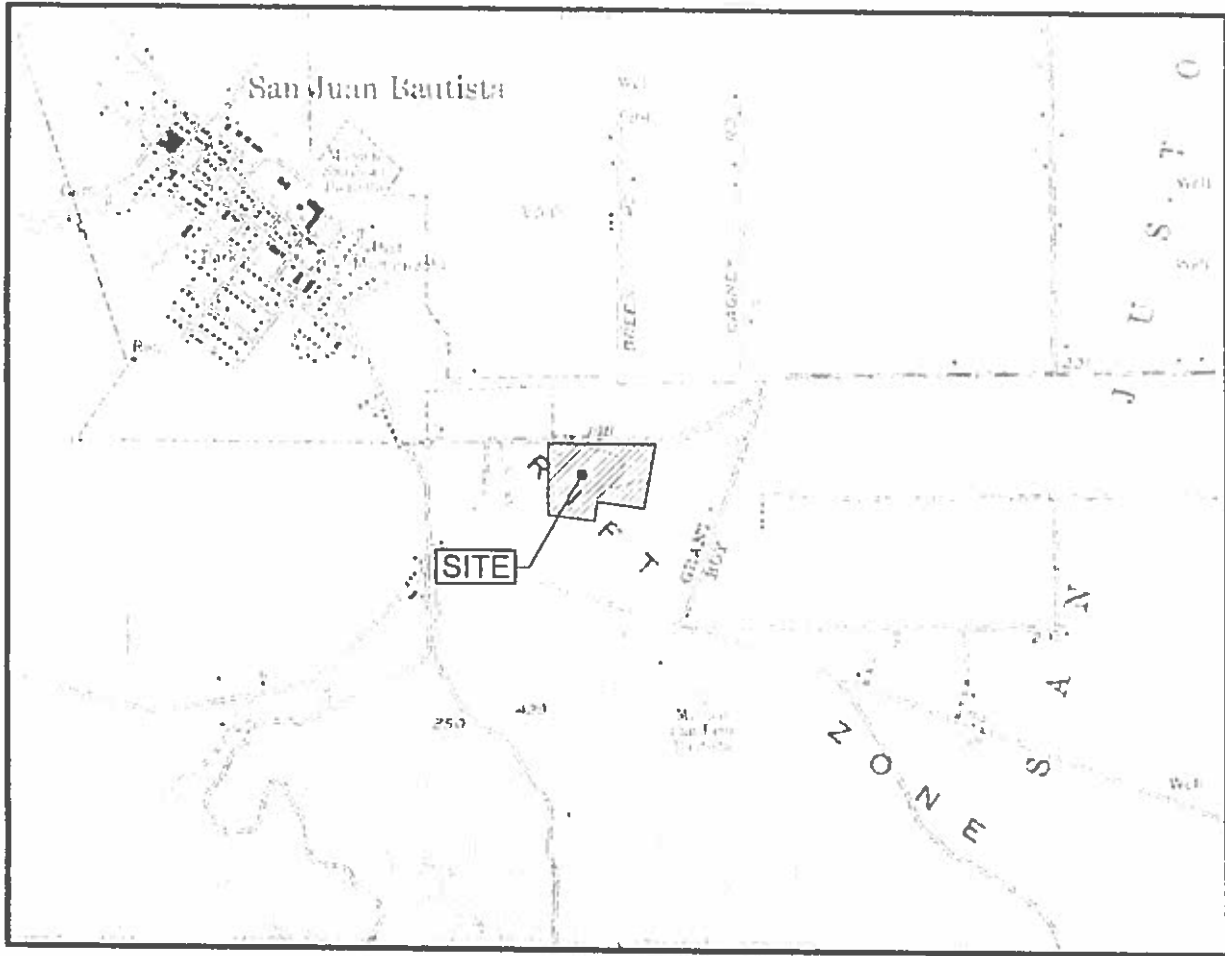
**Public Comments:** Any individual, group, or agency wishing to review and comment on the project may submit written comments to the City Hall, City of San Juan Bautista, 311 Second Street, P.O. Box 1420, 95025. All written or electronic communication comments received by 5:00 P.M. on March 6, 2018 will be considered by the City of San Juan Bautista.

**Hearing Date:** The Planning Commission will conduct a public hearing for this project on March 6, 2018. The hearing will occur at 6:00 P.M. at the City of San Juan Bautista Council Chambers located at 311 Second Street in San Juan Bautista. All persons may attend the meeting and give oral comments and public testimony on the proposed project.

**Availability of the Negative Declaration:** Additional information on this project, including the initial study and Negative Declaration are available for review at the City of San Juan Bautista City Hall, located at 311 Second Street (Telephone: 831-623-4661) and the City Library located at Second and Monterey Street.

Dated: February 8, 2018

**DRAFT INITIAL STUDY/NEGATIVE DECLARATION  
AGRICULTURAL TRANSFER STATION  
OLD SAN JUAN HOLLISTER ROAD  
FEBRUARY 2018**



**VICINITY MAP**  
**MIDNIGHT EXPRESS**  
OLD SAN JUAN HOLLISTER ROAD  
SAN JUAN BAUTISTA, CALIFORNIA

**PREPARED FOR:**  
**CITY OF SAN JUAN BAUTISTA**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**311 SECOND STREET**  
**SAN JUAN BAUTISTA, CA 95045**

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## Midnight Express Agricultural Transfer Warehouse

### PROJECT DESCRIPTION

The City of San Juan Bautista is processing an application to construct an agricultural transfer warehouse station on Old San Juan Hollister Road APN . The subject property is zoned Industrial and is 18.08 acres. The proposal would include a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. The application includes a request for Major Project Design Review and Conditional Use Permit.

### Project Summary

<b>Project Title:</b>	Midnight Express Agricultural Transfer Station
<b>Lead agency name and address:</b>	City of San Juan Bautista Community Development Department 311 Second Street San Juan Bautista, CA 9504595037
<b>Contact person and phone number:</b>	James Walgren, AICP Interim Community Development Director (831) 623-4661
<b>Project Location:</b>	Old San Juan Hollister Road (APN 728-17-029)
<b>Project sponsor's name and address:</b>	Ramon and Cynthia Orozco Midnight Express Trucking P.O. Box 17212 Hollister, California 95024
<b>General plan description:</b>	Industrial
<b>Zoning:</b>	Industrial
<b>Surrounding land uses and setting:</b>	The project is proposed on vacant land on Old San Juan Hollister Road adjacent to U.S Highway 156 and across from Downtown San Juan Bautista. Nearby uses include agricultural production, a mobile home park, and 45 new Copperleaf Subdivision homes are currently under construction.
<b>Other public agencies whose approval may be required have received project notification:</b>	<ul style="list-style-type: none"> <li>▪ Monterey Air Resources Board</li> <li>▪ Regional Water Quality Control Board</li> <li>▪ Hollister Contract Fire Department</li> <li>▪ Hollister Contract Building Department</li> <li>▪ Council of Governments</li> </ul>

**Midnight Express Agricultural Transfer Warehouse**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**DETERMINATION:**

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<input type="checkbox"/>	I find that the proposed project <b>MAY</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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 <b>NEGATIVE DECLARATION</b> pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

<b>Signature:</b>	<b>Date: February 8, 2018</b>
James Walgren, AICP	City of San Juan Bautista

**Midnight Express Agricultural Transfer Warehouse**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

<input checked="" type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry	<input type="checkbox"/>	Air Quality
<input type="checkbox"/>	Biological Resources	<input type="checkbox"/>	Cultural Resources	<input checked="" type="checkbox"/>	Geology/Soils
<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards and Hazardous Materials	<input checked="" type="checkbox"/>	Hydrology/Water Quality
<input checked="" type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Noise
<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services	<input type="checkbox"/>	Recreation
<input checked="" type="checkbox"/>	Transportation/Traffic	<input type="checkbox"/>	Utilities/Service Systems	<input type="checkbox"/>	Mandatory Findings of Significance

**DETERMINATION:**

On the basis of this initial evaluation:

<input checked="" type="checkbox"/>	I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	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 <b>MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/>	I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<input type="checkbox"/>	I find that the proposed project <b>MAY</b> 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 <b>ENVIRONMENTAL IMPACT REPORT</b> is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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 <b>NEGATIVE DECLARATION</b> pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or <b>NEGATIVE DECLARATION</b> , including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

<b>Signature:</b>	<b>Date: February 8, 2018</b>
<b>James Walgren, AICP</b>	<b>City of San Juan Bautista</b>

## **Midnight Express Agricultural Transfer Warehouse**

### ***Project Description***

The City of San Juan Bautista is processing an application to construct an agricultural transfer warehouse station on Old San Juan Hollister Road. The existing access point will be retained. The subject property is zoned Industrial and is 18.08 acres. The proposal would include a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. The application includes a request for Major Project Design Review and Conditional Use Permit

### ***Access and Parking***

The project site would maintain the access along Old San Juan Hollister Road and provide on-site parking and storage.

### ***Site Preparation***

The project consists of minimal grading in order to locate the building pad above the flood plain. Existing trees along the frontage remain and benefit in screening the project from view to adjacent properties and from U.S. Highway 156. Fill on the site would include utility trench backfill, slab sub-grade materials and finished drainage and landscaping grading. No agricultural activities would be eliminated.

### ***Project Construction Access***

During construction, the project site would be accessed from the Old San Juan Hollister Road driveway that currently serves the site. Any construction traffic, lane closures, or street staging would require approved traffic control plans and an encroachment permit from the City.

### ***Staging***

The project sponsors intend to stage the project on-site. The staging areas would be used for construction equipment set up.

### ***Schedule***

Construction will be limited to the hours of 7:30 a.m. and 5:00 p.m., Monday through Saturday, and prohibited on Sunday and National Holidays. Construction is expected to take less than one year.

### ***Construction Equipment***

The project would require the use of heavy equipment at various stages of construction such as excavation and concrete installation. Equipment anticipated on site would include excavators, rubber tired dozers, dump trucks and scrapers during grading, forklift, rough terrain forklifts, skid steer loaders, concrete pump and screeds for concrete installation and tractors/loaders/backhoes during construction. A water tank and dewatering pumps would also be utilized, when necessary.

### ***Landscaping***

The site contains remnants of former agricultural functions, though the majority of the site is within a non-native grasses and shrubs covered floodplain. Existing screening trees front the property.

### ***City's Standard Conditions of Approval***

Appropriate City Standard Conditions of Approval are incorporated into the project as conditions of approval regardless of a project's environmental determination. As applicable, the Standard Conditions of Approval will be adopted for this project.

## Midnight Express Agricultural Transfer Warehouse

### CEQA ENVIRONMENTAL CHECKLIST

This checklist identifies physical and biological factors that might be affected by the proposed project. Background studies, particularly geologic and earthquake fault studies, performed in connection with the projects indicate no impacts. A No Impact answer in the last column reflects this determination.

Where there is a need for clarifying discussion, the discussion is included following the applicable section of the checklist.

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

#### Resources

- Project Plans dated November 2017
- Site Visit
- City of San Juan Bautista 2035 General Plan

#### Environmental Setting

The study area for the analysis of aesthetic resources includes areas with views of the project site. In general, site is not visible from U.S. Highway 156. It is separated by Old San Juan Hollister Road, and adjacent parcels from the Highway. The frontage of the property is also planted with screening trees.

The surrounding areas consist of agricultural uses, a recreational RV camp, and 45 single family homes currently under construction.

#### Cumulative Impacts

*Less than Significant:* Operation of the proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, would not result in a significant cumulative impact on aesthetic resources due to increases in light and glare. The geographic scope of potential cumulative impacts on aesthetics includes the project site vicinity and nearby vicinities. The cumulative impact of adjacent land uses would be less than significant.

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<p>II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Environmental Setting**

The subject property is not currently used for agricultural or forest resources that would be lost or disturbed by this development.

The proposed project would be located within the boundaries of developed City of San Juan Bautista near U.S. Highway 156 and across from San Juan's downtown area. The property is zoned for Industrial use that supports agricultural production and that is what this project is. The land is not under a Williamson Act agricultural preserve contract or zoned as Timberland. The Williamson Act is a program that allows land used for farming or ranching to be taxed at a rate based on the actual use of the land for agricultural purposes as opposed to its unrestricted market value.



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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:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Environmental Setting

The proposed project is located adjacent to U.S. Highway 156, a significant agricultural transportation route. The region is known for its high agricultural value and truck transport trips.

The Monterey Air Resources District is responsible for attaining and maintaining air within federal and state air quality standards, as established by the federal Clean Air Act (CAA) and the California Clean Air Act (CCAA), respectively. Specifically, the Monterey Air Resources District has the responsibility to monitor ambient air pollutant levels throughout the region and to develop and implement strategies to attain the applicable federal and state standards.

Federal and state ambient air quality standards have also been established by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) for certain air pollutants. The proposed project is compliant with the Monterey Bay Air Resources District *Air Quality Guidelines*. If a project meets the screening criteria and is consistent with the methodology used to develop the screening criteria, then its air quality impacts may be considered less than significant

### Standard Conditions of Approval

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by the Monterey Bay Resources District and listed below to reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered daily during non-rain seasons.

**Midnight Express Agricultural Transfer Warehouse**

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers. The use of dry power sweeping is prohibited.
4. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
5. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five (5) minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
6. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

**Cumulative Impacts**

**Less than Significant** As stated above, no single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards for regional criteria pollutants in the Bay Area. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. Due to the small number of truck trips, and the State of California vehicle emissions standards in place, this project would result in less than significant air quality impacts.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## Midnight Express Agricultural Transfer Warehouse

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Reference

- San Juan Bautista 2035 General Plan EIR

### Environmental Setting

The proposed project site is undeveloped with former agricultural land. The project site contains frontage trees and non-native grasses and brush. The project site is surrounded by agricultural and existing urban development and U.S. Highway 156.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Reference

- City of San Juan Bautista 2035 General Plan EIR

### Environmental Setting

Historically, tribes in the area were hunter gatherers and relied on local terrestrial and marine flora and fauna. Waterfowl, including Canadian geese and mallards, were captured in nets using decoys to attract them. Native peoples constructed watercraft from Tule reeds and possessed bow and arrow technology, fashioned blankets from sea otter pelts, and fabricated basketry from twined reeds of various types. They also assembled a variety of stone and bone tools in their assemblages. The historic

## Midnight Express Agricultural Transfer Warehouse

Mission of San Juan Bautista, established in 1797, is relatively contained to the current Mission property where agricultural use and livestock were maintained to provide for the Mission inhabitants.

The project site is not an operating agricultural use and does not contain any structures. Therefore, it has no historical resources. There is no indication from the archival research results that any part of the project site has been used for human burial purposes in the recent or distant past. It is unlikely that human remains would be encountered during construction of the proposed project. However, the possibility of inadvertent discovery cannot be entirely discounted. In the event of the discovery of human remains during project construction activities, the project Standard Conditions of Approval would reduce potential impacts on human remains to a less than significant level:

### Standard Conditions of Approval

Implementation of the following measures will reduce potentially significant impacts to less than significant levels.

- a. This project may adversely impact undocumented human remains or unintentionally discover significant historic or archaeological materials. The following policies and procedures for treatment and disposition of inadvertently discovered human remains or archaeological materials shall apply. If human remains are discovered, it is probable they are the remains of Native Americans,
  - i. If human remains are encountered they shall be treated with dignity and respect as due to them. Discovery of Native American remains is a very sensitive issue and serious concern. Information about such a discovery shall be held in confidence by all project personnel on a need to know basis. The rights of Native Americans to practice ceremonial observances on sites, in labs and around artifacts shall be upheld.
  - ii. Remains should not be held by human hands. Surgical gloves should be worn if remains need to be handled.
- b. In the event that known or suspected Native American remains are encountered or significant historic or archaeological materials are discovered, ground-disturbing activities shall be immediately stopped. Examples of significant historic or archaeological materials include, but are not limited to, concentrations of historic artifacts (e.g., bottles, ceramics) or prehistoric artifacts (chipped chert or obsidian, arrow points, groundstone mortars and pestles), culturally altered ash-stained soils associated with pre-contact Native American habitation sites, concentrations of fire-altered rock and/or burned or charred organic materials and historic structure remains such as stone-lined building foundations, wells or privy pits. Ground-disturbing project activities may continue in other areas that are outside the exclusion zone as defined below,
- c. The exclusion zone shall be secured (e.g., twenty-four hour surveillance) as directed by the city or county if considered prudent to avoid further disturbances,
- e. The contractor foreman or authorized representative, or party who made the discovery and initiated these protocols shall be responsible for immediately contacting by telephone the parties listed below to report the find and initiate the consultation process for treatment and disposition:
  - i. The City of San Juan Bautista City Manager,
  - ii. The contractor's point(s) of contact,
  - iii. The coroner of the county of Santa Clara (if human remains found), and
  - iv. The Native American Heritage Commission (NAHC) in Sacramento.

## Midnight Express Agricultural Transfer Warehouse

### Cumulative Impacts

**Less than Significant** Construction of the proposed project, in combination with past, present, and reasonably foreseeable future projects in the vicinity, and the Standard Conditions of Approval will not result in a significant cumulative impact on cultural resources.

VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### References:

- Geotechnical Investigation prepared by Berloger Stevens and Associates dated March 6, 2017
- City of San Juan Bautista 2035 General Plan EIR

### Environmental Setting

The Geotechnical report includes a geotechnical investigation and a Surface fault-Rupture investigation. The site, as is the entire San Francisco Bay area, is located within a seismically active region near the San Andreas Fault.

## Midnight Express Agricultural Transfer Warehouse

### Regulatory Framework

**California Building Code** The 2015 International Building Code is published by the International Conference of Building Officials, and is the widely adopted model building code in the United States. The 2016 California Building Code is another name for the body of regulations known as the California Code of Regulations. The California Building Code incorporates by reference the International Building Code requirements with necessary California amendments.

Compliance with the 2016 California Building Code requires that (with very limited exceptions) structures for human occupancy be designed and constructed to resist the effects of earthquake motions. The Seismic Design Category for a structure is determined in accordance with either California Building Code Section 1613 - Earthquake Loads: or, American Society of Civil Engineers Standard No. 7-05, Minimum Design Loads for Buildings and Other Structures.

### Cumulative Impacts

**Less Than Significant Impact** The project site is located in a seismically active area, and the proposed project, along with past, present and reasonably foreseeable future projects, could expose people and structures to potentially adverse effects associated with earthquakes, including seismic ground-shaking and seismic-related ground failure. The Geotechnical Report recommended appropriate building setbacks from the identified trace faults and the development plans have incorporated these setbacks and the project will be constructed in accordance with the most recent version of the California Building Code seismic safety requirements, as well as in accordance with the recommendations contained in project specific geotechnical reports that address site-specific hazards. Therefore, cumulative impacts related to geology and soils would be less than significant.

VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Reference

- City of San Juan Bautista 2035 General Plan EIR

### Environmental Setting

Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit (°F) over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well mixed, their impact on the atmosphere is independent of the point of emission.

## Midnight Express Agricultural Transfer Warehouse

### *Regulations and Significance Criteria*

#### State of California

Under the California Global Warming Solution Act, also known as Assembly Bill 32 (AB 32), CARB has established a statewide GHG emissions cap for 2020 equivalent to 1990 statewide emissions, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, that identifies how emission reductions will be achieved from significant GHG sources via regulations, market mechanisms and other actions.

On September 8, 2016, Governor Brown signed Senate Bill (SB) 32 into law, amending the California Global Warming Solution Act. SB 32 requires the California Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by 2030. As a part of this effort, CARB is required to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. CARB has initiated the public process to update the state's Climate Change Scoping Plan. The updated plan will provide a framework for achieving the 2030 target and is anticipated to be completed and adopted by CARB in 2017.

#### Senate Bill 375 – Redesigning Communities to Reduce Greenhouse Gases

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035<sup>1</sup>.

Consistent with the requirements of SB 375, Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and Bay Conservation and Development Commission (BCDC) to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) process. The SCS is referred to as Plan Bay Area and it identifies policies and strategies to reduce per-capita, vehicle-generated GHG emissions and establishes a forecasted development pattern for the region.

MTC and ABAG originally adopted Plan Bay Area in 2013. Plan Bay Area established a course for reducing per-capita GHG emissions through the promotion of compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). Building upon the development strategies outlined in the original Plan Bay Area, Plan Bay Area 2040 was adopted in July 2017 as a focused update with revised planning assumptions incorporating key economic and demographic trends.

#### Regional and Local Plans

##### Monterey Air Quality Board

AMBAG is the regional government agency that regulates sources of air pollution within the County of San Benito via the Monterey Air Quality Board. CEQA Air Quality Guidelines are also intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. As discussed in the CEQA Guidelines, the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data.

## Midnight Express Agricultural Transfer Warehouse

The subject property is zoned Industrial and is 18.08 acres. The project is limited to a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. As a result of the small number of truck trips, and the State of California vehicle emissions standards in place, this project would result in less than significant air quality impacts.

### Mitigation Measures

No mitigation required.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



## **Midnight Express Agricultural Transfer Warehouse**

### **Environmental Setting**

The City of San Juan Bautista is processing an application to construct an agricultural transfer warehouse station on Old San Juan Hollister Road APN . The subject property is zoned Industrial and is 18.08 acres. The proposal would include a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. The application includes a request for Major Project Design Review and Conditional Use Permit

### **Regulatory Setting**

The Santa Clara County Environmental Health Department, Regional Water Control Board, State Department of Toxic Substances Control, Bay Area Air Quality Management District and US Environmental Protection Agency provide regulations regarding hazards and hazardous materials.

### **Environmental Impacts and Mitigation**

Project construction would involve the routine transportation, storage, use, and disposal of small quantities of hazardous materials such as construction equipment fuels and lubricants, hydraulic fluid, and solvents. The storage and handling of these materials would be managed in accordance with applicable state and federal laws for safe handling of hazardous substances, which include developing project-specific hazardous materials management and spill control plans, storing incompatible hazardous materials separately, using secondary containment for hazardous materials storage, requiring the contractor to use trained personnel for hazardous materials handling, and keeping spill clean-up kits available on-site. Adherence to existing regulatory requirements will reduce the potential impact during construction to less than significance.

### **Cumulative Impacts**

***Less Than Significant Impact with Mitigation Incorporated*** During construction, the project would have the potential to release hazardous substances and materials that would adversely affect the environment or public. With implementation of existing regulatory requirements, both the construction and operation of the project would minimize the potential for any unauthorized releases. Hazards and hazardous material impacts typically occur in a local or site-specific context (versus a cumulative context) because of variances with site-specific use and for localized effects associated with most land uses. Implementation of regulatory requirements of DTSC, the Regional Water Quality Control Board (RWQCB), Caltrans, and Santa Clara County Environmental Health would similarly address site-specific hazards and emergency access and operation for present and reasonably foreseeable future projects.

### **Mitigation Measures:**

No mitigation required.

## Midnight Express Agricultural Transfer Warehouse

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seethe, tsunamis, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The project site is relatively level and is approximately six-acres in size. The site is bordered to the north by Old San Juan Hollister Road and then U.S. Highway 156, and to the west by a drainage channel and then further out U.S. Highway 101. The drainage channel is man-made and drains into a culvert and ultimately the public storm drain system

## Midnight Express Agricultural Transfer Warehouse

### **Regulations and Agencies**

The Federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws regulating water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. The EPA's regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the United States. In Morgan Hill these regulations are implemented by the San Francisco Bay Regional Water Quality Control Board (RWQCB).

### **NPDES Municipal Stormwater Permit**

The Monterey Bay RWQCB regulates stormwater discharges from municipalities and local agencies into the tributary system. This permit includes provisions for new development and redevelopment. Provision C.3 requires appropriate source control, site design, and stormwater treatment measures to address both soluble and insoluble stormwater runoff pollutant discharges and to prevent increases in runoff flow from new development and redevelopment projects. This includes the permit for the discharge of stormwater runoff from the municipal separate storm sewer systems.

### **Statewide Construction General Permit**

The SWRCB has adopted the statewide General Permit for stormwater discharges associated with construction activity that apply to projects resulting in one (1) or more acres of soil disturbance. For projects disturbing more than one (1) acre of soil, a construction Stormwater Pollution Prevention Plan (SWPPP) is required that specifies site management activities to be implemented during site development. These management activities include construction stormwater BMPs, erosion and sedimentation controls, dewatering (nuisance-water removal), runoff controls, and construction equipment maintenance.

The project's construction activities may disturb more than one acre of soil. A Standard Condition of Approval will require, if applicable, a SWPPP for construction activities that disturb more than one (1) acre in adherence with the General Permit.

### **Mitigation Measures**

No mitigation required.

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

## Midnight Express Agricultural Transfer Warehouse

### References:

- City of San Juan Bautista Zoning Ordinance
- City of San Juan Bautista Design Guidelines
- City of San Juan Bautista 2035 General Plan

### Environmental Setting

The study area for the analysis of land use and planning encompasses the project site and nearby land uses that would be potentially affected by construction or operation of the proposed project.

### *The Project Site and Surrounding*

The City of San Juan Bautista is processing an application to construct an agricultural transfer warehouse station on Old San Juan Hollister Road APN . The subject property is zoned Industrial and is 18.08 acres. The proposal would include a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. The application includes a request for Major Project Design Review and Conditional Use Permit.

### *Site Plan and Design Review*

In accordance with Chapter 11-18 Site Plan and Design Review of the San Juan Bautista zoning code, certain projects require Planning Commission Design Review. The review requires the project to be consistent with the City's Design Guidelines for commercial uses. Findings for approval are necessary that will require Standard Conditions of Approval, consistency with the Design Guidelines, compliance with the City's General Plan, Zoning Ordinance and other applicable plans adopted by the City. The project is subject to the Architectural and Site Design Review process.

### Mitigation Measures

No mitigation required.

XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Environmental Setting

The project site is mapped by the California Geologic Survey as indicating "no significant mineral deposits are present or where it is judged that little likelihood exists for their presence" (California Department of Conservation, Division of Mines and Geology).

## Midnight Express Agricultural Transfer Warehouse

### Mitigation Measures

No mitigation required.

XII. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### References

- Project Plans
- City of San Juan Bautista 2035 General Plan

### Cumulative Impacts

**Less Than Significant Impact** The geographic context for changes in the noise and vibration environment due to development of the proposed project would be localized in mainly an urban area of the City of San Juan Bautista. Construction noise will be a short term event and the daily truck routing will be a minor contribution to a primary regional agricultural transport route - i.e. the U.S. Highway 157 and 101 corridors.

### Mitigation Measures

No mitigation required.

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XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not result in substantial adverse physical impacts associated with population or housing. Therefore, impacts to public services would be less than significant.

**Mitigation Measures**

No mitigation required.

XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The project would not result in substantial adverse physical impacts associated with the provision of public services. Therefore, impacts to public services would be less than significant.

**Mitigation Measures**

No mitigation required.

XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project would not result in substantial adverse physical impacts to recreational facilities. Therefore, impacts to public services would be less than significant.

**Mitigation Measures**

No mitigation required.

XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## Midnight Express Agricultural Transfer Warehouse

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Reference

- 2035 City of San Juan Bautista General Plan EIR

### Environmental Setting

The subject property is zoned Industrial and is 18.08 acres. The proposal would include a 14,560 sq. ft. warehouse and have up to 5 small trucks providing deliveries throughout the day, 4 larger trucks to distribute the product, and 5 employees. Anticipated operation hours are 9 a.m. to 10 p.m. The application includes a request for Major Project Design Review and Conditional Use Permit. The Project site is located on the west side of Condit Road, and north east quadrant of the East Dunne Avenue/U.S. Highway 101 interchange. The land use context of the proposed car dealership site environs is a mix of other auto dealerships, agricultural land and undeveloped properties. The wider area includes the office, commercial, and residential areas to the east of U.S. Highway 101. The site is connected to U.S. Highway 101 via East Dunne Avenue which intersects Condit Road.

Westbound trucks will be required as a Standard Condition of Approval to use the U.S Highway 156 intersection. With this requirement, and the relatively small number of truck trips, the project would not result in substantial adverse physical impacts to transportation facilities or regional traffic. Therefore, impacts to public services would be less than significant.

### Mitigation Measures

None required.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**Midnight Express Agricultural Transfer Warehouse**

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Environmental Setting**

The project site is served by Municipal Utilities. Water connections will not be allowed until the City's well water system is corrected and the construction water-connection moratorium is lifted. Based on the above, the project would have less than significant impacts to water and wastewater facilities.

**Mitigation Measures**

No mitigation required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## **Midnight Express Agricultural Transfer Warehouse**

As discussed in the previous sections, the project is anticipated to have only less-than-significant impacts to Air Quality, Biological Resources, Hazards and Hazardous Materials, Hydrology/Water Quality, Noise, Geology/Soils, Land Use/Planning, Transportation/Traffic or the other areas development and land use categories covered by CEQA.