

City Planner
City of San Juan Bautista

Regarding Midnight Express Agricultural Transfer Station
Initial Study and Negative Declaration

We own the property adjoining the midnight Express site and our concern is as this land has been agricultural and rain fall has been absorbed by the land , where will the water go when a 14,560 square foot building, plus the paved areas for parking and storage are covered?

We want to be sure it does not run onto our property, which would cause water damage or flooding. What will be done to avoid this?

Chalmer Raymer

Jacqueline Raymer

Chalmer Raymer
Jacqueline Raymer
264 Mission Vineyard Rd.
San Juan Bautista, Ca. 95045

831 623 4803

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CITY OF SAN JUAN BAUTISTA

MAR - 2 2018

OFFICE OF THE CITY CLERK

CONCERNS REGARDING MIDNIGHT EXPRESS TRUCKING COMPANY-SAN JUAN HOLLISTER RD.

The city posting with regards to this project says "anticipated hours of operation from 9 a.m. to 10 p.m." The Produce Industry changes season to season-year to year. If you have been in our valley at 2 a.m. you have seen crews harvesting under portable flood lights. That produce must be transported. If one of these contracts falls in their lap, well so much for anticipated hours of operation.

Refrigeration trailers are going to be used to cool and store produce during transfer. All produce will not be transported by the end of the day waiting for other produce to fill orders. Refrigeration trailers will run all night to keep the produce cooled. They are very noisy-they start up and shut off automatically and run on a diesel engine.

Eventually they WILL need to put in a permanent cooler. The type of cooler should be addressed at this time and made part of conditions because again they ARE noisy.

More contracts, more trucks. This needs to be addressed.

Please do more investigation into flood control and drainage problems.

George Dias

831-623-4575



Trish Paetz

From: Cara Vonk <cvonk@sbcglobal.net>
Sent: Saturday, March 03, 2018 11:55 AM
To: City Planning; Trish Paetz; Manager San Juan
Cc: Darlene Boyd; David Medeiros; Ernie Franco
Subject: Midnight Express Trucking Comment (March 6, 2018)

Trish: Would you please provide a copy to the planning commissioners? I don't have everyone's email address. Also for the record. Thank you.

Dear Planning Commissioners:

I am concerned that the environmental analysis of the Midnight Express Trucking Co.'s application does not include the CUMULATIVE TRAFFIC IMPACT of 9-12 trucks rumbling toward Hwy 156 until 10 p.m. at night will have on adjacent residents and traffic flow. It was also unclear to me if this number included the smaller trucks as well as the larger trucks.

There are many residents that will be affected by additional truck traffic, both in terms of noise and increased traffic. These include the people living at the trailer park, the residents of the new Copperleaf housing development, guests staying at the Leal Hacienda (San Juan Inn), and the residents of individual homes lining The Alameda and San Juan Hollister Road. Then there is also the approved gas station which will impact the intersection of the Alameda and Hwy 156 with substantial traffic moving in and out of the station and the additional trucks lined up to make a left or right turn onto Hwy 156. All of this additional traffic will also take a toll on the quality of the roadbed and pavement.

These issues should be addressed and discussed in my opinion. Thank you for considering my comments.

Sincerely,
Cara Vonk
San Juan Bautista



City of San Juan Bautista
311 Second Street
P.O. Box 1420
San Juan Bautista, CA 95025
March 4, 2018

Subject: Midnight Express and Transfer Station Project Initial Study and Negative Declaration, potential impacts to local hydrology and wetlands.

Sir or Ma'am,

I have been retained by Mr. Jeffrey Moore, owner of the 11-acre property (referred to herein as the property) located at 334 Mission Vineyard Road, San Juan Bautista, APN 012-190-021-000, to conduct a wetland assessment and hydrology review of the Midnight Express and Transfer Station project (project). This assessment is being done to point out the potential effects the project development could have upon the property. This study/assessment comprises the body of this letter and consists of the following sections: (1) a summary of hydrologic conditions as they pertain to Mr. Moor's property and the proposed development parcel; (2) a preliminary wetland assessment for the project area, and; (3) a summary of concerns regarding the proposed project and potential land use associated with the proposed project.

Methods

I reviewed National Wetland Inventory (NWI) data bases, United States Geological Survey (USGS) 7.5 minute topographic quadrangles, aerial photography from Google Earth dating between 1998 – 2017, Flood Insurance Rate Map (FIRM) 100-year flood maps (as created by Flood Emergency Management Agency (FEMA)), and Natural Resources Conservation Service (NRCS) soil survey data. Additionally, I conducted a site visit on January 5, 2018 to observe existing conditions at the property, the project area, and other adjacent lands. U.S. Army Corps of Engineers (Corps) three parameter wetland delineation methodology (vegetation, hydrology and soils) was applied to visual observations of the project area, but field data was not gathered on soils.

Existing Conditions

Mr. Moore's property (334 Mission Vineyard Road, San Juan Bautista, California), is roughly rectangular and positioned to the north of Mission Vineyard Road (Figure 1, Location Map). Rural residential residences and agricultural lands occur to the west, north and east of the property on mostly flat lands. To the south of Mission Vineyard Road the lands consist of pasture with a rapid rise in elevation associated with the San Juan range to the south. Generally, lands north of Mission Vineyard Road slope from south to north draining to San Juan



Creek which carries regional water flow to the north to the San Benito River. The adjacent property to the west is identified as APN 0121900230 (parcel 230) and the adjacent property to the north and west is APN 0121900220 (parcel 220). Parcel 220 is the property identified as the project area.

The western side of the property (approximately 5-acres) lies within the 100-year flood plain for San Juan Creek as mapped by FIRM (April 2009), Figure 2, which shows a potential water depth of up to two feet during flood events. The eastern portion of the site lies outside the 100-year flood plain. San Juan Creek passes to the west of the property, running south to north and zigzagging around property lines until crossing beneath a culvert at Highway 156. The distance between San Juan Creek and the property varies and at the closest distance San Juan Creek is approximately 520 linear feet to the west. From the highway, water flows from San Juan Creek run roughly northwest to the confluence with the San Benito River. San Juan Creek carries seasonal runoff from the San Juan Canyon watershed and has a defined bed and bank, however the channel is shallow and subject to overflow during peak storm events. Riparian vegetation occurs along the banks and consists of native and non-native tree species including willows, cottonwood, and tree of heaven. Flooding in adjacent low-lying topography is possible as reflected in the FIRM map with projected depths starting at two feet and increasing depths toward Highway 156.

It appears that under heavy rainfall, water sheet flows north from the southern range and drains across the property and parcel 230, entering parcel 220 to the north where water can pond on site and/or flow to the San Juan Creek channel further north. Within the property, an earthen access road runs along the western property line and at the toe of the unpaved surface, water from storm events run from south to north across the parcel. The west side of the property slopes to the west/northwest with a gradual fall from south to north across its length.

Drainage configuration in the vicinity of the property consists of local roadside, internal, and ditches of various natural and man-made origin. The western fence line of the property is abutted by a drainage ditch on parcel 220 for which the alignment can be seen on Figure 3, Local Hydrology and Potential Wetlands. This ditch has not been consistently maintained and has irregular channel configuration. A culvert pipe runs beneath Mission Vineyard Road outside the southwestern corner of the property and conducts sheet flow into the western drainage ditch from the southern watershed. Water flows southward across parcel 220 toward San Juan Creek and enters the channel as it parallels Old San Juan Hollister Road. Signs of surface erosion occur within the western ditch indicating periodic drainage events with high velocity water flow. This ditch lacks a defined bed and bank but shows strong hydrology indicators of water flow over the soil surface including vegetation flattened to the ground surface, twig and stick debris, and wrack lines. Wetland vegetation was absent within the path of this drainage ditch and upland vegetation was common including non-native grasses and forbs. The drainage



on parcel 220 potentially falls within the “other waters” designation by the Corps and the regulatory preview of the California Regional Water Quality Control Board (Board).

Where the drainage ditch reaches parcel 230, (to the northwest and north of the property) water runoff is able to accumulate within a topographic low point in parcel 230 (within the project area). This area is mapped by the NWI as PEM1CF and is decoded as palustrine, emergent, persistent, seasonally flooded, farmed (Attachment 1). As viewed during January 2018, this area contained standing water (approximately 12 inches deep), and emergent and seasonal wetland vegetation. Cattails (*Typha latifolia*), umbrella sedge (*Cyperus eragrostis*), and water smartweed (*Persicaria sp.*), were observed among other wetland vegetation with obligate or facultative wetland indicator status (National Wetland Indicator Status as designated by the Natural Resources Conservation Service 2018). There was a clear dominance of hydrophytic vegetation which occurred within the PEM1Cf footprint shown on the NWI map (Figure 4). Review of aerial photographs show that this wetland is farmed regularly and in 2017 the site supported row crop production. Throughout the past 20 years parcel 230 has been farmed intermittently as observed through the Google Earth aerial library.

Regardless the land use in a particular year, parcel 230 carries winter runoff from the lands south of Mission Vineyard Road to the north where sheet flows enter San Juan Creek along Old San Juan Hollister Road. The majority of parcel 230 lies within the 100-year flood plain and functions in local hydrology as a sink, capturing and transporting regional water. The wetland that lies on parcel 230 appears to meet all Corps criteria for a wetland determination and demonstrates connectivity to downstream tributaries. This feature is likely regulated by the Corps and the Board based on the observed hydrophytic vegetation and wetland hydrology, and presumed hydric soils. Soils were not investigated as permission for access was not requested; however, hydric soils may be presumed based on observed current hydrology and obligate wetland plant species. NWI maps confirm the presence of wetlands at this location as well.

Review of the NRCS soil series map (Figure 5) shows the alignment of the creek channel through the wetland area and entering the roadside ditch at a location to the northeast of its current alignment. While this is not currently accurate, it is plausible that the channel was aligned in a different configuration historically for which alignment information was carried over to current time with the NRCS mapping system.

CEQA Document Review

A review of the initial study/negative declaration was conducted with attention to the hydrology section as it potentially pertains to Mr. Moore’s property. It was noted in the Hydrology Section that “Morgan Hill” is referred to under Regulations and Agencies and should be changed to “San Juan Bautista.”



In general, there is no development map provided in the document showing construction footprint over the project area so it was not possible to fully evaluate the potential hydrological and biological impacts associated with this building proposal.

As stated in the notice to adopt the initial study/negative declaration, the development footprint is to occur outside the 100-year flood plain. Without a development map/plan overlaid on an aerial photograph it is not possible to confirm that avoidance of the 100-year flood plain will actually occur. To evaluate potential impacts or lack of impacts, it would be appropriate for readers to be able to compare the building envelope to the FEMA 100-year flood map.

There was no discussion of biological resources within the document. At a minimum, a biology section should have been included describing the existing resources in the project area such as, the farmed status of the project area, the active drainage channel to the west and it's associated riparian vegetation, and the wetland located on site. There is no mention in the document of the existing wetlands, which are federally recognized NWI wetlands, within the southern portion of the project area. This information should be disclosed within the document in the biology section with a discussion of how wetland avoidance will be implemented, in conjunction with the Storm Water Pollution Prevention Plan. This could be confirmed by a figure showing the development footprint and the existing NWI wetlands over an aerial of the 18-acre property on which the project is proposed. It is possible that the building envelope covers part of the NWI recognized wetlands on the southeastern side of the project area. This cannot be determined through the text description given in the existing document.

From a regulatory context, the farming of wetlands is permitted such that the nature of the wetlands are not altered by the farming activity. Alteration of these wetlands through construction of the project would result in the violation of section 404 and 401 of the Clean Water Act. Additionally, the extent of the wetland signature as mapped by the NWI would require a Corps wetland delineation that identifies the current boundaries of the feature. It is possible the wetland boundary is smaller or larger than shown on the NWI map.

Future concerns associated with the development of the proposed project include:

- The development of the project without accommodation for local water runoff.
- Project development without net loss of wetlands and regulatory agency (Corps and Board) oversight. A Corps wetland delineation would be necessary to determine the existing boundaries of the wetland feature and subsequent wetland fill requires Nationwide or Individual Permit permits from the Corp and a 401 Clean Water Certification from the Board.
- Land management associated with project development could inadvertently back up seasonal runoff onto properties at a higher elevation. For example, development within the project area could potentially include fill material which would block local water



flow, creating seasonal ponding, and/or threaten structures in properties currently located in higher topographic locations. Various non-permitted fill activities within the project area could potentially result in water being blocked on the property or adjacent lands to the south or west. As described in the initial study/negative declaration, the building envelope is six-acres in size. Review aerial photography using Google Earth shows that a 6-acre footprint on the east side of the project area would impact the NWI wetland. After project construction is complete there is no condition stated which prevents the unintentional fill of wetlands at the southern portions of the site.

- The NWI wetland within the project area functions in ground water recharge for the surrounding lands. The project development could alter ground water recharge capabilities of the region and result in the shrinking of the local aquifer if wetlands are lost. It is desirable to maintain no net loss of groundwater recharge for the region.

Without wetlands analysis on the project site in relationship to the proposed project footprint it appears that the CEQA document is incomplete and does not meet the requirements set forth by the State of California for environmental review. We look forward to seeing maps showing the development footprint and the protection of the flood plain and wetlands.

We appreciate the opportunity to comment on the Midnight Express and Transfer Station project and wish to see responsible development of lands in the region. The concerns expressed within the foregoing assessment are not in opposition to the development of the project but are in support of maintaining existing hydrologic and wetland conditions. If you have any questions regarding this letter please feel free to contact me at 408.591.6465.

Sincerely,

Julia King
JK Botany and Wetland Science
14015 Murphy Ave.
San Martin, CA 95046
jkbobotany@yahoo.com
408.591.6465



Attachment 1
National Wetland Inventory Code Definition

P System PALUSTRINE: The Palustrine System includes all nontidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 ppt. It also includes wetlands lacking such vegetation, but with all of the following four characteristics: (1) area less than 8 ha (20 acres); (2) active wave-formed or bedrock shoreline features lacking; (3) water depth in the deepest part of basin less than 2.5 m (8.2 ft) at low water; and (4) salinity due to ocean-derived salts less than 0.5 ppt.

EM Class EMERGENT: Characterized by erect, rooted, herbaceous hydrophytes, excluding mosses and lichens. This vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants.

1 Subclass Persistent: Dominated by species that normally remain standing at least until the beginning of the next growing season. This subclass is found only in the Estuarine and Palustrine systems.

C Water Regime Seasonally Flooded: Surface water is present for extended periods especially early in the growing season, but is absent by the end of the growing season in most years. The water table after flooding ceases is variable, extending from saturated to the surface to a water table well below the ground surface.

Other Modifier(s):

f SPECIAL MODIFIER Farmed: Farmed wetlands occur where the soil surface has been mechanically or physically altered for production of crops, but where hydrophytes would become reestablished if the farming were discontinued. Farmed wetlands should be classified as Palustrine-Farmed. Cultivated cranberry bogs may be classified Palustrine-Farmed or Palustrine Scrub-Shrub Wetland-Farmed.



Figure 1.
Location Map Moore Property



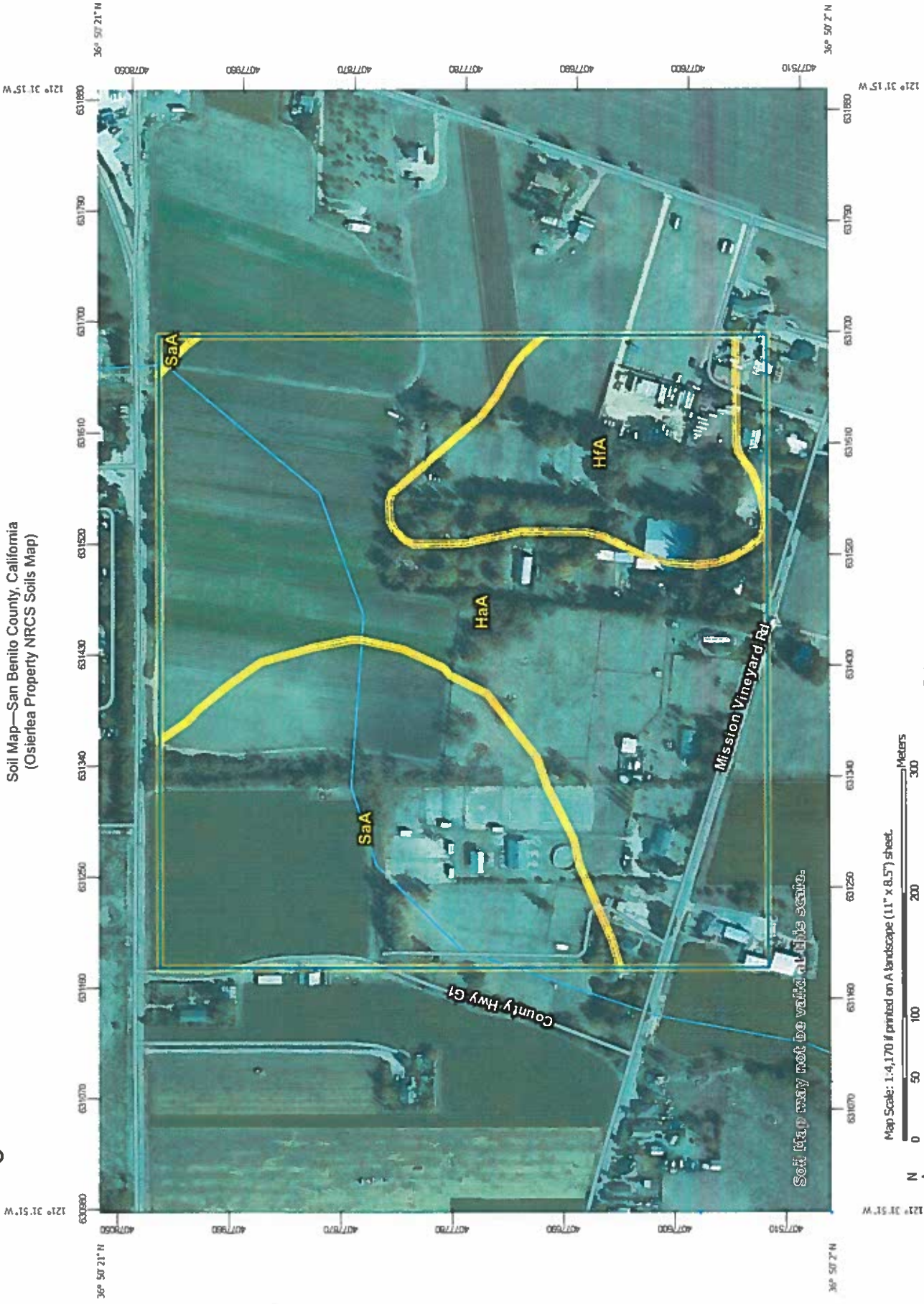
Figure 3.
Local Hydrology and Potential Wetlands Map



Figure 4.
National Wetland Inventory Map
US Fish and Wildlife Service 2018

Figure 5.

Soil Map—San Benito County, California
(Ostlerlea Property NRCS Soils Map)



MAP LEGEND

- Area of Interest (AOI)
 - Area of Interest (AOI)
 - Soils
 - Soil Map Unit Polygons
 - Soil Map Unit Lines
 - Soil Map Unit Points
- Special Point Features
 - Blowout
 - Borrow Pit
 - Clay Spot
 - Closed Depression
 - Gravel Pit
 - Gravelly Spot
 - Landfill
 - Lava Flow
 - Marsh or swamp
 - Mine or Quarry
 - Miscellaneous Water
 - Perennial Water
 - Rock Outcrop
 - Saline Spot
 - Sandy Spot
 - Severely Eroded Spot
 - Sinkhole
 - Slide or Slip
 - Sodic Spot
- Water Features
 - Streams and Canals
- Transportation
 - Rails
 - Interstate Highways
 - US Routes
 - Major Roads
 - Local Roads
- Background
 - Aerial Photography
- Other
 - Spill Area
 - Stony Spot
 - Very Stony Spot
 - Wet Spot
 - Other
 - Special Line Features

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:20,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: San Benito County, California
Survey Area Data: Version 18, Sep 14, 2017

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Aug 9, 2015—Mar 11, 2017

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
HaA	Hanford coarse sandy loam, 0 to 2 percent slopes	33.1	53.0%
HfA	Hanford loam, 0 to 2 percent slopes	10.0	15.9%
SaA	Salinas clay loam, 0 to 2 percent slopes, MLRA 14	19.4	31.0%
Totals for Area of Interest		62.5	100.0%



FILED
CITY OF SAN JUAN BAUTISTA

MAR -6 2018

OFFICE OF THE CITY CLERK

City of San Juan Bautista
Planning Commission
311 Second Street
San Juan Bautista, CA 95045

6 March 2018

**RE: COMMENTS ON THE MIDNIGHT EXPRESS AGRICULTURAL TRANSFER STATION -
INITIAL STUDY AND NEGATIVE DECLARATION**

Members of the Planning Commission:

For your consideration, I am submitting written comments regarding the proposed Midnight Express Agricultural Transfer Station Project on behalf of the Board Members of Mission Farm RV Park, Inc. and on behalf of the property owner, Kazuko Kurasaki. We wish to place our concerns into public comment regarding the findings of the Negative Declaration.

After reviewing the documents pertaining to the Midnight Express Agricultural Transfer Station, our primary concern is the lack of any recommended surface runoff water mitigation. Having witnessed and having been directly affected by the Floods during the 1998 El Nino Storm, we feel that the **Environmental Impact Report insufficiently addresses the 100-year floodplain issue.**

Photographs of the 1998 Flood, taken at the location of the proposed development, can be seen in Exhibits A, B, and C. The development could potentially displace or contribute several acre-feet of surface runoff which would be directed to the San Juan Creek bridge on Old San Juan Hollister Road. Additionally the development could potentially divert flood waters to the East towards properties near Mission Vineyard Road.

Maintenance of San Juan Creek has always been difficult because it passes through City Property, Property, San Benito County Property, and the California Department of Transportation Right-of-Way. No single entity can fully control, nor be accountable for the maintenance of San Juan Creek, and the lack of coordinated efforts between all of these entities led to the disastrous conditions of the 1998 Flood that impacted properties south of Highway 156, including Mission Farm RV Park (See Exhibits D, E, and F).

Our Primary concern is that without flood mitigation, excess runoff during a year with heavy rain may cause even worse conditions than those of 1998. We are disconcerted that the Environmental Impact Report lacks any recommend any mitigation measures, and we urge the Planning Commission to take this into consideration before adopting the Negative Declaration.

Sincerely,


Kur Kurasaki
President



Exhibit A

Photo of the San Juan Valley during the 1998 Flood.





Exhibit B

Flood water from the east settle on south side of Old San Juan Hollister Road near the proposed entrance of the Midnight Express Project.





Exhibit C

Morning of the 1998 Flood. Photo taken near the proposed site of the Midnight Express project.





Exhibit D

Flood water levels after breaching the top of San Juan Creek on Parcel 002-550-005. Just North of the proposed Midnight Express project.

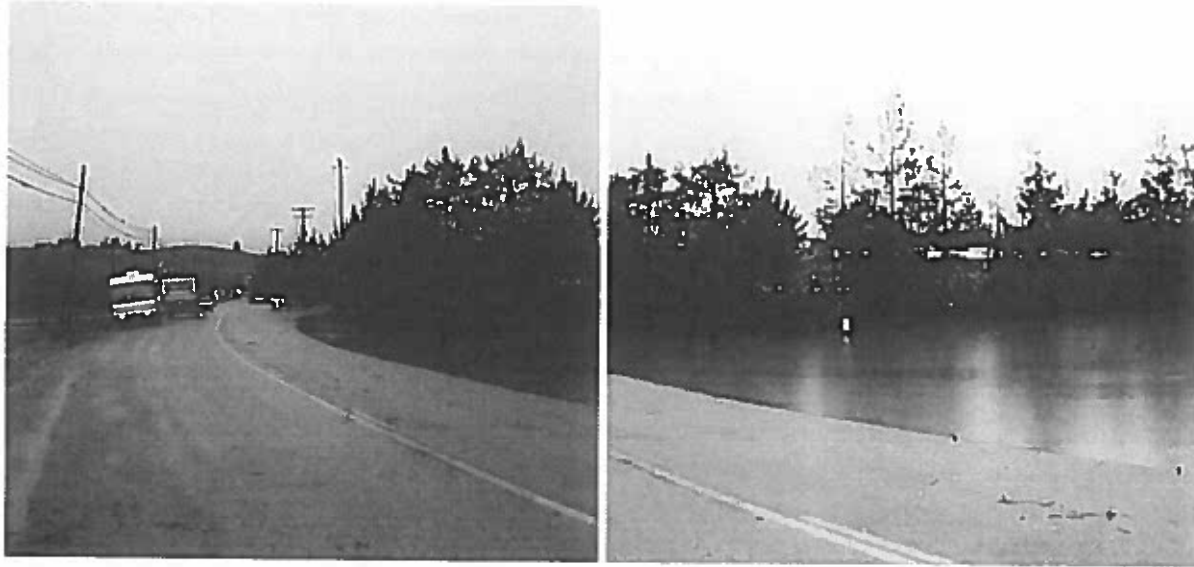




Exhibit E

Photo taken on the morning of the 1998 Flood. Corner of Mission Vineyard Road and Old San Juan Hollister Road near Highway 156.



MISSION FARM

Exhibit F

Flood water levels around structures and in the parking areas of Mission Farm RV Park. Photo taken on the morning of the 1998 Flood.

