

Draft City of San Juan Bautista 2035 General Plan Final Environmental Impact Report



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Draft City of San Juan Bautista 2035 General Plan

Final Environmental Impact Report

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1. EXECUTIVE SUMMARY

This section provides an overview of the project and the environmental analysis. For detailed discussions of all project impacts and mitigation measures, refer to the topical environmental analyses contained in Chapter 4, Sections 4.1 through 4.16, of this Final Environmental Impact Report (FEIR).

PURPOSE AND SCOPE OF THE ENVIRONMENTAL IMPACT REPORT

This FEIR provides an analysis of the potential environmental effects that may result from the proposed Project, which is the adoption and implementation of the City of San Juan Bautista 2035 General Plan. This document may also be used for the sphere of influence update.

The City of San Juan Bautista 2035 General Plan includes: goals, objectives, policies, and programs; designations of future land use; the location of infrastructure improvements; proposed circulation improvements; standards for future development; and criteria by which to judge development proposals. The City of San Juan Bautista's previous General Plan was adopted in 1998 and, with the exception of periodic updates to the Housing Element, it is not compliant with California legal requirements for General Plan content. It does not contain goals, policies, or programs relevant to existing City conditions or provide updated performance standards that can be used to evaluate future projects or give guidance to the City Council or Planning Commission.

The EIR prepared for the proposed General Plan is a "Program EIR". According to Article 11 Section §15168 of the California Environmental Quality Act (CEQA) Handbook:

A program EIR is an EIR, which may be prepared on a series of actions that can be characterized as one large project and are related either:

1. Geographically,
2. As logical parts in the chain of contemplated actions,
3. In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
4. As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Thus, a program level EIR evaluates the implications on the environment as a result of adopting a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. However, a program level EIR does not examine the specific impacts resulting from individual projects which may be proposed as a result of adopting the 2035 General Plan. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR. These terms are defined in Chapter 2.5 of the CEQA Guidelines (2014), as follows:

Initial study: A preliminary analysis, which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare a full environmental impact report (EIR). It also functions as an evidentiary document containing information which supports conclusions that the project will not have a significant environmental impact, or that the impacts can be mitigated to a “less than significant” or “no impact” level.

Negative declaration: A written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.

Mitigated negative declaration: A negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.1 ENVIRONMENTAL PROCEDURES

This EIR was prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed Plan, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.

An EIR is the most comprehensive form of environmental documentation identified in the statutes and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a lead agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project,

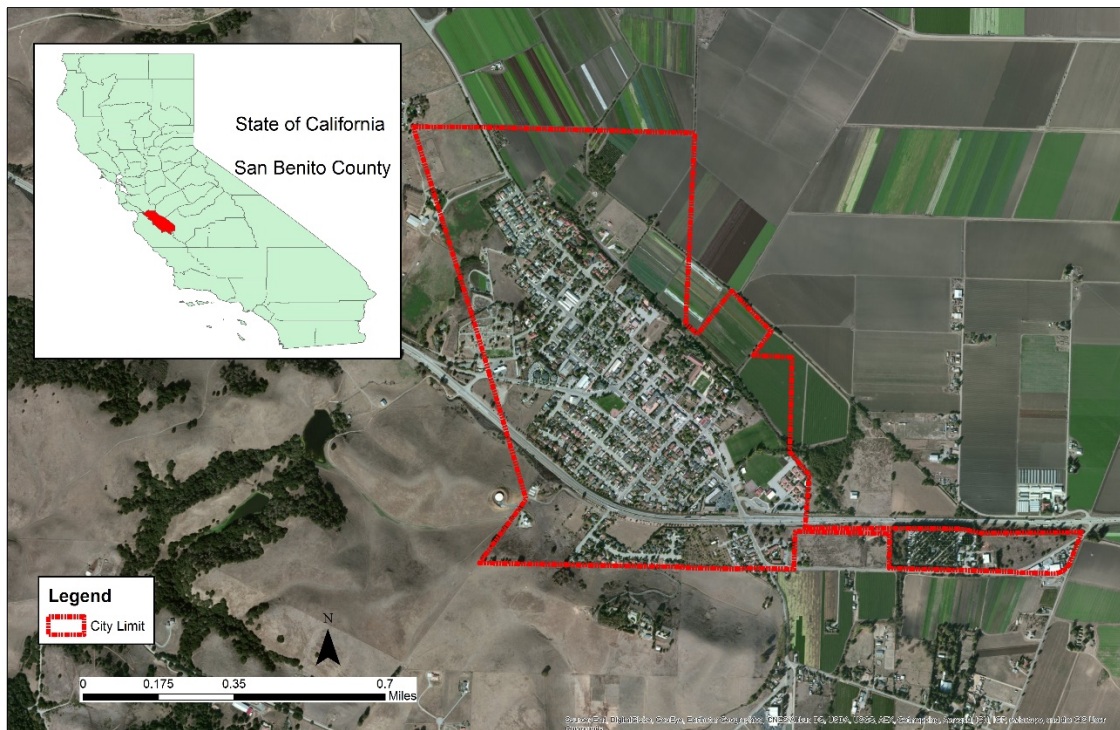
the lead agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine whether it reflects the independent judgment of the lead agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.2 LOCATION AND BOUNDARIES OF THE PLAN AREA

1.2.1 PLAN AREA LOCATION

The City of San Juan Bautista is located in San Benito County. It is one of only two incorporated cities in the County. San Juan Bautista is situated 2.5 miles east of U.S. Highway 101 and approximately 15 miles from the Pacific Ocean. The City is located near numerous small and large cities; the City of Salinas is 12 miles away with a population of 150,000 people and the City of Monterey and surrounding larger coastal cities are 30 miles away.

Map 1-1 Regional Setting



1.2.2 PLAN AREA BOUNDARIES

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency's judgment bears relation to its planning (OPR, 2003, Section §65300). The San Juan Bautista 2035 General Plan is the governing document for all planning and development related decisions within City limits, as well as for the planning area and sphere of influence, as defined by the Local Agency Formation Commission (LAFCO). The City planning area and sphere of influence, which extends beyond the City limits, defines the proposed Project boundary.

1.3 PLAN SUMMARY

The proposed Plan is an update of the 1998 City of San Juan Bautista General Plan, which is no longer compliant with California legal requirements for General Plan content. The 1998 General Plan does not contain goals, policies, or programs relevant to current City conditions or provide performance standards that can be used to evaluate future projects and give guidance to the City Council or Planning Commission.

The San Juan Bautista 2035 General Plan includes: goals, objectives, policies, and programs; designations of future land uses; the location of infrastructure improvements; proposed circulation improvements; development standards for future development; and criteria by which to judge development proposals.

The San Juan Bautista 2035 General Plan includes the seven mandatory General Plan elements: Land Use, Circulation, Housing, Natural Resources and Conservation, Open Space, Noise, and Public Safety. The General Plan also includes the following optional elements as permitted by California Government Code Section 65303: Economic Development, Public Facilities and Services, Historic Preservation & Community Design, and Health.

Future development would be concentrated primarily in four key growth areas:

1. North Third Street Extension
2. Muckelemy at Monterey Street
3. Historic Downtown
4. South of State Route 156

The proposed Plan is expected to accommodate approximately 2,105 residents. The Plan proposes a need of 167 housing units, an additional 560 units to serve regional housing need allocation, and targeting an increase of 790 jobs in the City of San Juan Bautista by 2035. The proposed Plan has a long-term planning horizon, addressing a time frame extending to 2035, yet it brings deliberate overall direction to the day-to-day decisions of the City Council, Planning Commission, and City staff. The proposed Plan is described in more detail in Chapter 3 of this EIR.

1.4 SUMMARY OF ALTERNATIVES TO THE PROPOSED PLAN

Section 1512.6 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe a range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project and reduce the degree of environmental impact. Chapter 6, Description of Alternatives, provides a detailed description and comparison of each alternative to the proposed Plan.

1.5 ISSUES TO BE RESOLVED

Section §15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed Plan, the major issues to be resolved include decisions by the City of San Juan Bautista, as lead agency, related to:

- Whether this EIR adequately describes the environmental impacts of the Plan
- Whether the benefits of the Plan override those environmental impacts that cannot be feasibly avoided or mitigated to a level of insignificance
- Whether the proposed land use changes are compatible with the character of the existing area
- Whether the identified goals, policies, or mitigation measures should be adopted or modified
- Whether there are other mitigation measures that should be applied to the Plan besides those Mitigation Measures identified in the EIR
- Whether there are any alternatives to the Plan that would substantially lessen any of the significant impacts of the proposed Plan and achieve most of the basic objectives

1.6 AREAS OF CONTROVERSY

The City of San Juan Bautista issued a Notice of Preparation of an EIR on December 1, 2014. The scoping period of this EIR ran from January 10, 2014 to March 10, 2015, during which time responsible agencies and interested members of the public were invited to submit comments as to the scope and content of the EIR. The comments received focused primarily on the following issues:

- Sphere of Influence
- Domestic Water Supply
- Wastewater Collection
- Treatment and Disposal
- Potential traffic and environmental impacts and drainage issues related to:

- State Route 156 widening project
- New development at Muckelemy Street
- Addition of a new fuel station and restaurant on south side of SR 156 and The Alameda
- Proposed bikeway and multi-use path/linear park along SR 156

1.7 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Table 1.1 summarizes the conclusions of the environmental analysis contained in this EIR and presents a summary of impacts and mitigation measures identified. It is organized to correspond with the environmental issues discussed in Chapter 4, Section 4.1 to 4.16. The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. For a complete description of potential impacts, please refer to the specific discussions in Chapter 4, Section 4.1 through 4.16.

1.7.1 Definition of Terms

Table 1-1 summarizes the environmental analysis and categorizes impacts as either “less-than-significant,” “potentially significant,” “significant,” or “no impact.” These terms are defined as follows:

No impact: The project does not create an impact in that category.

Less than significant: A less than significant impact is one that would not reach or exceed the standard or threshold of significant as determined in this analysis. Therefore, no substantial environmental change would occur or necessitate the need for mitigation measures.

Potentially significant: The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.

Significant: A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project.

Table 1-1 Summary of Impacts and Mitigation Measures

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AESTHETICS			
AE-1 The impact of the proposed Plan on scenic vistas is less-than-significant.	LTS	N/A	LTS
AE-2 The impact of the proposed Plan on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a State scenic highway, would be no impact.	NI	N/A	NI
AE-3 The proposed Plan would result in less-than-significant potential to substantially degrade existing visual character or quality of the Plan.	LTS	N/A	LTS
AE-4 The proposed Plan's potential to create a new source of substantial light or glare, which would adversely affect day or nighttime views of the area is less-than-significant.	LTS	N/A	LTS
AE-5 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to aesthetics.	LTS	N/A	LTS
AGRICULTURAL RESOURCES			
AG-1 The proposed Plan would result in potentially significant impacts by converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmlands to non-agricultural use.	PS	Mitigation AG-1: Develop zoning designations to identify both parcels with prime agricultural soils not to be converted and reclassified as Agricultural Preserve (AP) and parcels that are currently in agricultural use and should be included in a mitigation banking program due to their development potential and proximity to city services to implement programs OS 4.1.2.1 and 4.1.2.4.	PSU
AG-2 The proposed Plan will not conflict with existing Williamson Act contracts, therefore the impact is less-than-significant.	LTS	N/A	LTS

AG-3 Other changes in the existing environment, due to their location or nature, may result in conversion of Farmland to non-agricultural uses, therefore the impact is potentially significant.	PS	Mitigation AG-3: Implement Mitigation Measure AG-1	PSU
AIR QUALITY			
AIR-1 The proposed plan would not conflict with, or obstruct implementation of, the applicable air quality plan.	LTS	N/A	LTS
AIR-2 The proposed plan would potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation.	PS	Mitigation AIR-2a: Avoid or prohibit the expansion of existing roadway Mitigation AIR-2b: Adopt and implement all feasible measures as expeditiously as practical Mitigation AIR-2c: Adopt and implement best available retrofit control technology on existing stationary sources of ozone precursor emissions as expeditiously as practicable Mitigation AIR-2d: Adopt a “no net increase” permitting program for new or modified stationary sources that emit 10 tons or greater per year of an ozone precursor. Mitigation AIR-2e: Include measures sufficient for downwind areas impacted by “overwhelming” transport to attain the state ambient air quality standard for ozone by the earliest practicable date. Mitigation AIR-2f: Amend Program LU 2.6.1.2 to read: Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).”	LTS
AIR-3 The proposed plan would not result in cumulative considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	NI	N/A	NI
AIR-4- The proposed plan would result in less-than-significant impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air	PS	Mitigation AIR-4a: Avoid or prohibit the siting of new sensitive land uses within 500 feet of a freeway, within 300 feet of a dry cleaning operation, and 300 feet of a large gas station. Mitigation AIR-4b: Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.	LTS

pollution proximate to sensitive receptors in the City.			
AIR-5 The proposed plan would potentially create objectionable odors affecting a substantial number of people.	PS	<p>Mitigation AIR-5a: During the development review process, assess the siting of new sensitive land uses within the screening distances from odor emitters, as specific by the CARB, in order to determine exposure to objectionable odors.</p> <p>Mitigation AIR-5b: Avoid or prohibit the siting of new odor sources within the screening distances of existing sensitive receptors, as specified by CARB.</p>	LTS
AIR-6 Cumulative air quality impacts from the proposed plan would potentially be the same as the Plan-specific impacts discussed previously in this section.	PS	N/A	PS
BIOLOGICAL RESOURCES			
BIO-1 The proposed Plan will have a potentially significant 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.	PS	<p>Mitigation BIO-1a: For any project activity that involves construction or ground-disturbing activities, all construction workers will be required to participate in environmental awareness training. The training will educate workers on:</p> <ol style="list-style-type: none"> 1. Special-status species that may occur in the work area, 2. Procedures to follow in the event a species is observed, and 3. Other environmental BMPs and emergency spill response protocols. <p>Mitigation BIO-1b: All non-emergency work activities will be confined to daylight hours (i.e., sunrise to sunset), unless necessary for assessing or protecting biological resources.</p>	LTS

		<p>Mitigation BIO-1c: Best Management Practices</p> <p>a) Prior to conducting work in streams, CDFW will identify the limits of the required access routes and encroachment into the stream. CDFW will restrict access routes and encroachment into the stream to the maximum extent while still allowing for necessary activities to be completed. CDFW will take care to prevent trampling riparian vegetation during daily visits to Project sites; as necessary, multiple routes to in-channel Project sites will be identified and used. Disturbance of riparian vegetation will be avoided to the greatest extent practicable. Access routes will not be overtly flagged, to prevent drawing attention to Project equipment and possible damage to related riparian habitat by persons not related to the Project.</p> <p>b) A spill prevention plan will be prepared describing measures to be taken to minimize the risk of fluids or other materials used during construction (e.g., oils, transmission and hydraulic fluids, cement, fuel) from entering streams or contaminating adjacent riparian areas. In addition to a spill prevention plan, a cleanup protocol will be developed before construction begins and will be implemented in case of a spill.</p> <p>c) Stockpiling of materials, including portable equipment, vehicles and supplies (e.g., chemicals), will be restricted to the designated construction staging areas, exclusive of any riparian and wetland areas. d) A qualified biological monitor will be present during construction activities that include clearing, grubbing, pruning and /or trimming of vegetation. The qualified biological monitor will also visit each job site during construction initiation, midway through construction, and at the close of construction to monitor implementation of conservation measures and water quality.</p>	
		<p>Mitigation Measure BIO-1d: Avoid and minimize effects to special-status plants.</p> <p>a) Within one year prior to the commencement of ground-disturbing activities, habitat assessment surveys for the special-status plants listed in Table J-1 of Appendix J, will be conducted by a qualified botanist, in accordance with the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFG 2009 or current version) and at the appropriate time of year when the target species would be in flower or otherwise clearly identifiable.</p> <p>b) Locations of special-status plant populations will be clearly identified in the field by staking, flagging, or fencing a minimum 100- foot wide buffer around them prior to the commencement of activities that may cause disturbance. No</p>	

		<p>activity will occur within the buffer area.</p> <p>c) Some special-status plant species are annual plants, meaning the plant completes its entire lifecycle in one growing season. Other special-status plant species are perennial plants that return year after year until they reach full maturity. Due to the differences in life histories, all general conservation measures will be developed on a case-by-case basis and will include strategies that are species and site-specific to avoid or minimize impacts to special-status plants.</p> <p>d) Minimization measures may include transplanting perennial species, seed collection and dispersal for annual species, and other conservation strategies that will protect the viability of the local population. If minimization measures are implemented, monitoring of plant populations will be conducted annually for 5 years to assess the mitigation's effectiveness. The performance standard for the mitigation will be no net reduction in the size or viability of the local population.</p>	
		<p>Mitigation BIO-1e: Avoid effects to California Tiger Salamander</p> <p>a) Prior to commencing any ground-disturbing activities, the work area will be assessed by CDFW or a qualified biologist for potential California tiger salamander (CTS) habitat. All potential CTS breeding ponds and upland habitat with 1.3 miles of a potential breeding pond will be considered suitable habitat. Ground-disturbing activities will avoid areas that contain suitable breeding and upland habitat for CTS, whenever possible.</p>	

		<p>Mitigation BIO-1f: Minimize effects to California Tiger Salamander</p> <p>a) Prior to conducting ground-disturbing activities in suitable CTS habitat, CDFW will conduct a minimum of 2 years of surveys to determine the presence/absence of CTS in accordance with the Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS 2003). In consultation with the USFWS, CDFW may modify survey protocols to reflect site conditions and known utilization of habitat by CTS. In the absence of protocol surveys, CDFW will assume presence of CTS in all potential breeding and upland refugia habitat.</p> <p>b) To the extent feasible, all ground-disturbing activities will be designed to avoid impacts to suitable CTS upland habitat. Such avoidance measures may include adjusting access routes or choosing alternate locations.</p> <p>c) In the absence of conducting 2 years of protocol surveys or in the event protocol surveys detect CTS, CDFW will consult with the USFWS and after consultation will implement the following minimization measures during construction in suitable CTS habitat:</p>	
		<ul style="list-style-type: none"> • Prior to commencing ground disturbing activities, construction workers will be educated regarding CTS, and the measures intended to protect this species. • When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for CTS. Burrows considered suitable for CTS will be determined by a qualified biologist, approved by USFWS. • All suitable burrows directly impacted by construction will be hand excavated under the supervision of a qualified wildlife biologist. If CTS are found, the biologist will relocate the organism to the nearest burrow that is outside of the construction impact area. 	

		<ul style="list-style-type: none"> • All ground-disturbing work will occur during daylight hours in coordination with USFWS, and depending on the level of rainfall and site conditions. CDFW will monitor the National Weather Service (NWS) 72-hour forecast for the work area. If a 70% or greater chance of rainfall is predicted within 72 hours of project activity, all activities in areas within 1.3 miles of potential or known CTS breeding sites will cease until no further rain is forecast. If work must continue when rain is forecast, a qualified biologist will survey the Project site before construction begins each day rain is forecast. If rain exceeds 0.25 inch during a 24-hour period, work will cease until no further rain is forecast. This restriction is not applicable for areas located greater than 1.3 miles from potential or known CTS breeding sites once they have been encircled with CTS exclusion fencing. However, even after exclusion fencing is installed, this condition would still apply to construction related traffic moving through areas within 1.3 miles of potential or known CTS breeding sites but outside of the salamander exclusion fencing (e.g. on roads). 	
		<ul style="list-style-type: none"> • For work conducted during the CTS migration season (November 1 to May 31), exclusionary fencing will be erected around the construction site during ground-disturbing activities after hand excavation of burrows has been completed. A qualified biologist will visit the site weekly to ensure that the fencing is in good working condition. Fencing material and design will be subject to the approval of the USFWS. If exclusionary fencing is not used, a qualified biological monitor will be on-site during all ground disturbance activities. Exclusion fencing will also be placed around all spoils and stockpiles. • For work conducted during the CTS migration season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no CTS are in the work area. Prior to beginning work each day, underneath equipment and stored pipes greater than 1.2 inches (3 cm) in diameter will be inspected for CTS. If any are found they will be allowed to move out of the construction area under their own accord. 	

		<ul style="list-style-type: none"> • Trenches and holes will be covered and inspected daily for stranded animals. Trenches and holes deeper than 1 foot will contain escape ramps (maximum slope of 2:1) to allow trapped animals to escape uncovered holes or trenches. Holes and trenches will be inspected prior to filling. • All food and food-related trash will be enclosed in sealed trash containers at the end of each workday and removed completely from the construction site once every three days to avoid attracting wildlife. • A speed limit of 15 mph will be maintained on dirt roads. • All equipment will be maintained such that there are no leaks of automotive fluids such as fuels, oils, and solvents. Any fuel or oil leaks will be cleaned up immediately and disposed of properly. • Plastic monofilament netting (erosion control matting) or similar material will not be used at the Project site because CTS may become entangled or trapped. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds. • Hazardous materials such as fuels, oils, solvents, etc. will be stored in sealable containers in a designated location that is at least 100 feet from wetlands and the San Joaquin River channel. If it is not feasible to store hazardous materials 100 feet from wetlands and the river channel, then spill containment measures will be implemented to prevent the possibility of accidental discharges to wetlands and waters. 	
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		<p>Mitigation BIO-1g: If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for shall be conducted for nesting passerine birds within the project site and the surrounding area of influence of the project site. Surveys should be conducted by a competent biologist prior to the commencement of the tree removal or site grading activities. Nesting bird surveys shall be conducted no more than 30 days prior to any vegetation removal. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 200 feet for raptors (birds of prey). The distance shall be determined by a competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a competent biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), construction can proceed without further regard to the nest site.</p>	
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		<p>Mitigation BIO-1h: No more than 30 days prior to any ground disturbing activities, a qualified biologist shall conduct a preconstruction/take avoidance survey for burrowing owls using methods described in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation (Staff Report) (CDFW 2012). If no owls are detected during the initial take avoidance survey, a final survey shall be conducted within 24-hours prior to ground disturbance to confirm that owls are still absent. If present and no nesting has begun, nest exclusion doors or avoidance buffers may be used as negotiated with CDFW. No disturbance should occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters (approximately 250 feet) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. It is recommended that an initial burrowing owl survey be performed during December and early January. If owls are discovered, passive relocation of the owls can take place. If owls are discovered after February 1, the owls must be left on site and a 250-foot buffer established until September 1.</p>	
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		<p>Mitigation BIO-1i: Prior to any construction activities that could have the potential to impact the onsite intermittent creek channel, a qualified fish biologist, designated by the Reclamation in consultation with NMFS (National Marine Fishery Service) and CDFW, shall conduct a survey within the onsite intermittent creek channel and irrigation canal to determine whether these waterways are suitable to host steelhead. If these waterways are determined to serve as a suitable winter run, identify if this stretch of creek contains potentially suitable substrates to support spawning. If it is determined that the site that supports steelhead, the applicant shall consult with the National Marine Fisheries Service (NMFS) prior to any construction activities and obtain appropriate permits if “take” of the species is likely to occur. If Steelhead is identified as occurring, appropriate mitigation measures to reduce impacts to a less-than significant level would be coordinated with the NMFS. A qualified fisheries biologist shall be present for any work occurring within the creek bed. The biologist shall implement NMFS approved procedures to ensure that no special-status fish species are harmed by project related activities. At a minimum, these procedures shall include the relocation of fish from the disturbance area and the temporary placement of barriers to prevent fish from entering the disturbance zone. Other measures may be implemented upon their approval by NMFS. Mitigation Measure IV-5, below, also would help to protect potential steelhead habitat.</p>	
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		<p>Mitigation BIO-1j: San Juan Bautista shall perform a baseline inventory of land cover, special-status species habitat, sensitive natural communities, riparian habitat, landscape level migratory corridors, and wetlands within the planning area. The inventory shall include identification of wetlands and ponds as feasible habitat based on existing data sources and aerial interpretation. This inventory should be updated at a minimum of ten-year intervals. The baseline inventory can exclude areas that are not under the jurisdiction of San Juan Bautista, such as resources in other cities, or on state and federal lands.</p> <p>Mitigation BIO-1k: San Juan Bautista shall adopt standards for preparing biological resources assessments that meet the requirements of natural resource agencies, such as the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. San Juan Bautista shall require an assessment consistent with these requirements prior to considering approval of any development project that may impact natural lands (subject to site conditions and available technical information) as determined by the City of San Juan Bautista.</p>	
		<p>Mitigation BIO-1l: San Juan Bautista shall prepare and formally adopt guidelines and standards for the preparation of biological resource assessments. At a minimum, an applicant's biological resources assessment, when required, shall include the following as appropriate:</p> <ul style="list-style-type: none"> a) An inventory of biological resources on the project site including a description of the plant communities and habitats found on the site. b) Results of appropriately timed surveys for special-status plants and animals using methods that are consistent with the existing state and federal resource agency protocols, and that are conducted by qualified biologists familiar with the biological resources of San Juan Bautista and San Benito County. c) An analysis of wildlife movement corridors on or adjacent to the project site. The movement corridor study shall identify species that potentially use the site as a movement corridor, the time of year that the corridor is used, potential impacts to the corridor from the proposed activity, and recommendations to avoid or mitigate the effects of the project or activity. Mitigation measures shall ensure that existing stream channels and riparian corridors continue to provide wildlife movement and access. An analysis of wildlife and/or fish nursery sites (e.g., nest sites, dens, spawning areas) on the site. This analysis should consider not only the seasonal occurrence of species on the site, but also the 	

		nest site fidelity that may be exhibited by past occupants of the site.	
		<p>d) Avoidance measures to be implemented before, during, and after project/activity implementation to avoid impacting sensitive communities and special-status plants, animals, and their habitats.</p> <p>e) Where avoidance is not possible, the applicant shall provide a Mitigation and Monitoring plan that fully compensates for the habitat functions and values lost due to the action. The plan shall specify the compensatory mitigation for lost habitat that is consistent with existing state and federal mitigation standards. The plan shall specify monitoring activities that are adequate to ensure the success of the mitigation.</p> <p>Alternatively, if the City has an approved HCP and/or HCP/NCCP, the applicant shall comply with the requirements of those plans, as well as any additional conditions set forth in the incidental take permit(s) that the plans support.</p> <p>f) All mitigation measures and monitoring activities shall be fully funded with a secure funding source prior to implementation of habitat or species mitigation and monitoring plans. Habitat preserved as part of any mitigation and monitoring plan shall be preserved in perpetuity through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected.</p>	
<p>BIO-2 The proposed Plan will have a potentially significant 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.</p>	PS	<p>Mitigation BIO-2a: A 100-foot setback area shall be established along all rivers, streams, and creeks within the planning area. The setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. A 100-foot setback area shall be established along wetlands not associated with creeks (i.e., seasonal wetland swales or ponds within the planning area. The riparian setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. The wetland setback shall be measured from the outside edge of the wetland. Development activities would be prohibited in the setback area; the City shall consider exceptions for open space recreational uses (i.e., trails, playfields, and picnic areas). No building or structures shall be developed in the setback area. The existing riparian woodland or wetland shall be protected from construction disturbance. Fencing shall be temporarily placed at the outside edge of the setback area. This fencing shall remain in-place until construction is complete. If recreational trails are placed within the buffer area, implement a re-vegetation program wherein a vegetative buffer is established between the trail and the outside edge of the riparian woodland.</p>	LTS

		<p>Project developers shall be required to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible. Where stream banks must be deepened, widened or straightened, they should be landscaped and re-vegetated afterward. Where wetlands are impacted, they should be re-created afterwards. If impacts are incurred to creeks and/or riparian woodlands as part of development within the planning area, the project applicant shall develop and implement a riparian/wetland habitat mitigation and management plan. The plan shall specify the replacement ratio for impacts to riparian resources and to wetland resources, pursuant to current state and federal policies. The project applicant shall receive authorization to fill wetlands and "other" waters from the US Army Corps of Engineers, pursuant to the requirements of the Clean Water Act. The project applicant shall also obtain a water quality certification (or waiver) from the Regional Water Quality Control Board, consistent with requirements of this State agency. The project applicant shall also obtain a 1601/1603 Streambed Alteration Agreement from the California Department of Fish and Game, pursuant to Fish and Game Code. These permits shall be received prior to any site grading that may occur in or immediately adjacent to creeks or wetlands.</p>	
		<p>The project applicant shall also receive authorization from the National Marine Fisheries Service for "take" of steelhead and from the U. S. Fish and Wildlife Service for "take" of California red-legged frog, if work cannot avoid impacts to creek resources and/or these species. Pursuant to provisions of the Section 404 permit, 1601/1603 Streambed Alteration Agreement and State water quality certification (or waiver), the project applicant shall implement a riparian/wetland mitigation plan, and any other measures so identified by regulatory agencies. This plan shall identify measures for the applicant to compensate for unavoidable impacts to riparian or wetland resources. A minimum 1:1 replacement ratio is typically recommended for impacted wetland resources to satisfy requirements of the U.S. Army Corps of Engineers and the Regional Water Quality Control Board (RWQCB). A minimum 3:1 replacement ratio is typically recommended for impacted riparian resources to satisfy requirements of the CDFG. The applicant shall also identify and implement a 5-year maintenance and monitoring program.</p>	

		<p>Mitigation BIO-2c: San Juan Bautista shall cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.</p> <p>Mitigation BIO-2d: The City shall require project developers to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas. All coast live oak and valley oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.</p>	
BIO-3 The proposed Plan will have a potentially significant 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.	PS	<p>Mitigation BIO-3a: Wetland delineation shall be prepared to document the extent of jurisdictional features if any construction activity could result in impacts to wetlands/waters that may be potentially considered jurisdictional. If the wetlands/waters are deemed jurisdictional and construction activities are proposed that could impact these features, permits shall be obtained prior to construction. Setbacks from the wetlands/water features may be required to protect habitat and water quality.</p>	
		<p>Mitigation BIO-3b:</p> <p>If vernal pools have the potential to be disturbed by a project activity, a qualified biologist will identify and map vernal pools and seasonal wetland habitat potentially suitable for listed vernal pool plants, invertebrates, and western spade foot toad within the footprint. A 250-foot no disturbance buffer will be established from the high water mark of the vernal pool or wetland habitat and will be delineated by staking, flagging or fencing. Access, egress, and ground-disturbing activities will be sited to avoid vernal pools.</p> <p>If vernal pools are present, a 250-foot no disturbance buffer will be established from the high water mark of vernal pools and seasonal wetlands that provide suitable habitat for vernal pool crustaceans or vernal pool plants. This buffer will be established prior to ground-disturbing activities, and remain until ground-disturbing activities in that area are completed. Vernal pool habitat and buffer areas will be clearly identified in the field by staking, flagging, or fencing.</p>	LTS

		<p>If activities occur within the micro-watershed or 250-foot buffer for vernal pool habitat, wetland delineation will be submitted to USACE for verification and mitigation requirements will be determined. CDFW will develop a compensatory mitigation plan consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and other applicable regulations and rules at the time of implementation that will result in no net loss of acreage, function, and value of affected vernal pool habitat. Unavoidable effects will be compensated through a combination of creation, preservation, and restoration of vernal pool habitat or purchase of credits at a mitigation bank approved by the applicable regulatory agency/agencies.</p>	
		<p>As applicable, Project effects and compensation will be determined in consideration of the Vernal Pool Recovery Plan goals for core areas, which call for 95% preservation for habitat in the Grasslands Ecological Area and Madera core areas, and 85% habitat preservation in the Fresno core area (USFWS 2005).</p> <p>Appropriate compensatory ratios for loss of habitat both in and out of core areas would be determined during coordination and consultation with USFWS, as appropriate.</p> <p>If off-site compensation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures will be developed as part of the USFWS coordination and consultation process. The plan will include information on responsible parties for long-term management, holders of conservation easements, long-term management requirements, and other details, as appropriate, for the preservation of long-term viable populations. Any impacts that result in a compensation purchase will be required to do so with an endowment for land management in perpetuity prior to any project groundbreaking activities.</p>	

BIO-4 The proposed Plan potential to 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 is less-than-significant.	LTS	N/A	
BIO-5 The proposed Plan's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance is less-than-significant.	LTS	N/A	
BIO-6 The proposed Plan's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance is less-than-significant.	LTS	N/A	
CULTURAL RESOURCES			

<p>CULT-1 The proposed Plan is not expected to cause adverse change in significance of a historical resource as defined in Section 15064.5.</p>	<p>PS</p>	<p>Mitigation CULT-1a: The City shall prepare and formally adopt the following procedure: In the event that a historical, cultural, or paleontological resource is discovered during a site excavation, all work must be suspended until the Coroner and Native American Heritage Commission are consulted. Additionally, the City shall require the project applicant to retain a qualified archaeologist conduct a records search, complete a field survey, and prepare a technical study that meets the California Office of Historic Preservation Standards. The purpose of the technical study shall be to determine if the discovered resources are significant. If the resources are found to be significant, the County shall require that the qualified archaeologist make necessary recommendations to protect the site or the area that contains archaeological, paleontological, or unique geological resources, or to draft a data recovery plan for excavation, analysis, and curation of the identified materials consistent with Public Resources Code §21083.2 and State CEQA Guidelines §15126.4(b) as they may be amended for any identified adverse effects to cultural and historic resources.</p> <p>Mitigation CULT-1b: The City shall establish and adopt mandatory guidelines for use during the planning and building review processes for projects on a site-specific and plan-area basis to identify and protect cultural and historic resources, paleontological resources, and unique geological features, and to mitigate adverse effects to such resources. The guidelines shall also be applied to the development of City sponsored infrastructure projects.</p>	<p>PSU</p>
		<p>Mitigation CULT-1c: The City shall maintain an integrated network of open space lands that support natural resources, recreation, historical and cultural resources, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.</p> <p>Mitigation CULT-1d: The City Shall stipulate policies and procedures must be established to encourage the avoidance or clustering of new development away from sensitive areas</p>	
<p>CULT-2 The proposed Plan is not expected to cause adverse change in significance of an archeological resource as defined in Section 15064.5.</p>	<p>PS</p>	<p>Mitigation CULT-2: Implement Mitigation Measures CULT-1a through CULT-1d.</p>	<p>PSU</p>

CULT-3 The proposed Plan is not expected to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature	PS	Mitigation CULT-3: Implement Mitigation Measures CULT-1a through CULT-1d.	PSU
CULT-4 The proposed Plan is not expected to disturb any human remains, including those interred outside of formal burial cemeteries.	PS	Mitigation CULT-4a: Implement Mitigation Measures CUL-1a through CUL-1d. Mitigation CULT-4b: The City shall require field surveys for projects in sensitive areas, and use of the SHPO Clearinghouse and the NAHC's list of sacred sites. Mitigation CULT-4c: The City shall adopt a uniform set City of San Juan Bautista Planning and Building Inspection Department of guidelines for data recovery programs as well as for consultation with Native American descendants.	PSU
CULT-5 The proposed Plan in combination with past, present, and reasonably foreseeable projects would result in potentially significant cumulative impacts with respect to cultural resources.	PS	N/A	PS
GEOLOGY & SOILS			
GEO-1 The proposed Plan will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, therefore the impact is less-than-significant.	LTS	N/A	LTS
GEO-2 The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; therefore the impact is potentially significant.	PS	Mitigation GEO-1: The City shall require that all geotechnical reports produced for development proposals should not only include summaries of existing ground-shaking hazards, but also include comprehensive mitigation measures for these risks. These can include, but are not limited to, setback requirements and foundation improvements. If the risks of seismic ground-shaking cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS

GEO-3 The proposed Plan might expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, therefore the impact is potentially significant.	PS	Mitigation GEO-3: The City shall continue to require that liquefaction risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect this risk also require comprehensive mitigation measures for these risks. These may include but are not limited to foundation and infrastructure upgrades. If the risks of seismic ground shaking and liquefaction cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS
GEO-4 The proposed Plan will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, therefore the impact is less-than-significant.	LTS	N/A	LTS
GEO-5 The proposed Plan might result in substantial soil erosion or the loss of topsoil, therefore making the impact potentially significant.	PS	Mitigation GEO-5: The City shall continue to require that soil erosion risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect this risk also require comprehensive mitigation measures for these risks. These may include but are not limited to fill and re-vegetation techniques. If the risks of soil erosion cannot be mitigated, the City shall require open space easements to prohibit development on these zones.	LTS
GEO-6 The proposed Plan might promote land-use changes that will be located on unstable soils or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse, therefore making the impact potentially significant.	PS	Mitigation GEO-6: The City shall require that all geotechnical reports produced for development proposals should not only include summaries of existing hazards with respect to land sliding, lateral spreading, subsidence, liquefaction, or collapse, but also include comprehensive mitigation measures for these risks. These can include but are not limited to setback requirements and foundation improvements. If the risks of land sliding, lateral spreading, subsidence, liquefaction, or collapse cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS

GEO-7 The proposed plan may create substantial risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), therefore making the impact potentially significant.	PS	Mitigation GEO-7: The City shall continue to require that expansive soil risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect these risks also require comprehensive mitigation measures for these risks. These may include but are not limited to over-excavating and filling techniques. If the risks of developing on expansive soils cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS
GEO-8 The proposed plan will not promote land-use changes and development on soils that are not capable of supporting sewer infrastructure, therefore making the impact less-than-significant.	LTS	N/A	LTS
GREENHOUSE GAS EMISSIONS			
GHG-1 The proposed Plan is not expected to generate greenhouse gas emissions, directly or indirectly, that may have a significant impact on the environment.	LTS	N/A	LTS
GHG-2 The proposed project is not expected to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses. Therefore, this impact is less-than-significant.	LTS	N/A	LTS
HAZARDS & HAZARDOUS MATERIALS			
HAZ-1 Build-out of the proposed Plan would result in less-than-significant impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	N/A	LTS

HAZ-2 Build-out of the proposed Plan would result in less-than-significant impacts in regards to creating 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.	LTS	N/A	LTS
HAZ-3 Build-out of the proposed Plan would result in no impacts with mitigations incorporated in regards to emitting hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	NI	N/A	NI
HAZ-4 Build-out of the proposed Plan would result in no impacts in regards to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	NI	N/A	NI
HAZ-5 Build-out of the proposed Plan would result in no impacts in regards to being 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.	NI	N/A	NI
HAZ-6 Build-out of the proposed Plan would result in no impacts in regards to being located within the vicinity of a private airstrip.	NI	N/A	NI
HAZ-7 Build-out of the proposed Plan would result in less-than-significant impacts in regards to impairing the implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.	LTS	N/A	LTS

HAZ-8 Build-out of the proposed Plan would result in less-than-significant impacts in regards to exposing people on structures to a significant risk of loss, injury or death involving wildland fires, includes where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	LTS	N/A	LTS
HYDROLOGY & WATER QUALITY			
HY-1 Build-out of the proposed Plan would result in potentially significant impacts in regards to violating any water quality standards or waste discharge requirements.	PS	<p>Mitigation HY-1a: The City shall establish a special overlay zone on the South Side of State Route 156 to implement comprehensive stormwater management. The overlay zone will address the cumulative impact of development on hydrologic patterns. Possible implementation strategies will include both increased on-site low impact installations and development impact fees to fund large scale improvements serving multiple properties to be constructed by the City.</p> <p>Mitigation HY-1b: The City should implement a development fee to be applied to the development of residential sub-divisions as well as commercial areas proportional to the vehicular gravity development is estimated to result in. Collected funds from the development fee shall be utilized to implement bio-swales to capture and treat surface water runoff along main traffic corridors to mitigate the impacts of increased vehicular traffic and related surface pollutants that would result in the build out of the plan.</p>	LTS
HY-2 Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level	PS	<p>Mitigation HY-2a: The City shall adhere to clustered growth development pattern and incentivize infill development in order to prevent sprawl, limiting development that may otherwise impact the natural groundwater recharge abilities of undeveloped lands.</p> <p>Mitigation HY-2b: Identify and zone key groundwater recharge locations within city limits as open space and implement riparian management practices and watershed restoration practices to address agricultural and pastoral soils compaction to restore vital groundwater recharge areas.</p>	LTS

HY-3 Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially altering the existing drainage pattern of the site or area in a manner, which would result in substantial erosion or siltation on-or off-site.	PS	<p>Mitigation HY-3a: The City shall require the development of a Stormwater Pollution Prevention Plan (SWPPP) or equivalent document for any site development plans prior to approval and the issuance of any building permits.</p> <p>Mitigation HY-3b: Require the installation and maintenance of general erosion and sediment controls, such as perimeter controls and soil stabilization on all developments that will result in the movement of 50 cubic yards or greater of earth.</p> <p>Mitigation HY-3c: Require the instillation of sediment traps for all drainage areas of less than 10 acres.</p> <p>Mitigation HY-3d: Require the instillation of sediment basins for drainage areas of 10 or more acres.</p>	LTS
HY-4 Build- out of the proposed Plan would result in potentially significant impacts in regards to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.	PS	<p>Mitigation HY-4a: Implement on site rain water catchment cisterns with a minimum capacity relative to the surface area impacted by development and change in surface area for all site developments, retrofits, or remodels resulting in the change of 500 square feet of surface area cover from existing conditions.</p> <p>Mitigation HY-4b: Refer to Mitigation HY-1.1</p>	LTS
HY-5 Build-out of the proposed Plan would result in potentially significant impacts in regards to creating or contributing runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	PS	<p>Mitigation HY-5a: The City shall complete the patchwork of curb and gutter systems to create a coordinated stormwater management system using funds provided through an additional development fee relative to the vehicular gravitational impact of developments upon the existing infrastructure.</p> <p>Mitigation HY-5b: Implement bio-swales along major traffic corridors and require the installation of bio-retention area to be incorporated in all sub-division and industrial developments.</p>	LTS
HY-6 Build-out of the proposed Plan would result in less-than-significant impacts in regards to otherwise substantially degrading water quality.	LTS	N/A	LTS

HY-7 Build-out of the proposed Plan would result in potentially significant impacts in regards to placing 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.	PS	<p>Mitigation HY-7a: Restrict developments from occurring within the FEMA 100 year Flood Hazard Zone unless no other viable alternatives are available. If development does occur, restrict zoning ordinances to low density residential and or industrial use.</p> <p>Mitigation HY-7b: Require any developments that may occur within the FEMA Flood Hazard Zone to be raised at least 1ft above the 100 year flood level, and implement “dry” flood proofing for all residential housing developments.</p>	PS
HY-8 Build-out of the proposed Plan would result in potentially significant impacts in regards to placing within a 100-year flood hazard area structures which would impede or redirect flood flows.	PS	<p>Mitigation HY-8a: Implement Mitigation Measure HY-7a.</p> <p>Mitigation HY-8b: On any industrial developments occurring within the FEMA Flood Hazard Zone, require the implementation of “wet” flood proofing measures into the project’s design prior to submission for review and building permit issuance.</p>	LTS
HY-9 Build-out of the proposed Plan would result in less-than-significant impacts in regards to exposing people or structures to a significant risk of loss, injury or death involving flooding.	LTS	N/A	LTS
HY-10 Build-out of the proposed Plan would result in less-than-significant impacts in regards to inundation by seiche, tsunami, or mudflow.	LTS	N/A	LTS
HY-11 Build-out of the proposed Plan would result in less-than-significant cumulative impacts related to hydrology and water quality.	LTS	N/A	LTS
LAND USE			
LU-1 The proposed Plan would not physically divide an established community	LTS	N/A	LTS

LU-2 The proposed Plan would potentially conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	PS	Mitigation LU-2: Mitigation measures for the proposed Plan will need to take place in the San Juan Bautista Zoning regulations through an update to the code. Zoning is the primary method of implementing the general plan, and is a tool in categorizing any specific uses of land that reflect the general plan. Thus, to reduce and minimize any inconsistencies between the proposed Plan and the San Juan Bautista regulations, the City will update the zoning code, within 12 to 24 months of adoption, to be consistent with the proposed Plan.	LTS
LU-3 The proposed Plan would not conflict with any applicable conservation plan or natural community conservation plan.	LTS	N/A	LTS
LU-4 The proposed Plan, in combination with past, present and reasonably foreseeable development in the surrounding area, would result in less-than-significant cumulative impacts with respect to land use and planning.	LTS	N/A	LTS
MINERAL RESOURCES			
MR-1 There would be no impact of the proposed Plan on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.	NI	N/A	NI
MR-2 The proposed Plan would have a less-than-significant impact on the loss or availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	LTS	N/A	LTS
MR-3 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to mineral resources.	LTS	N/A	LTS

NOISE			
<p>NOISE-1 The proposed plan would potentially expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.</p>	<p>PS</p>	<p>Mitigation NOISE-1a: Require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the “normally acceptable” level as shown in Table 4.12-5.</p> <p>Mitigation NOISE-1b: Avoid approving new developments which place sensitive land uses near noise generators.</p> <p>Mitigation NOISE-1c: Avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, residential land-uses, and health centers.</p> <p>Mitigation NOISE-1d: Necessitate the use of noise barriers to lower noise readings to a less than significant level as defined in Table 4.12-5.</p> <p>Mitigation NOISE-1e: Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 14.2-5 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 4.12-5 at existing noise sensitive areas in the project vicinity. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 4.12-5 at the property line of the generating use in anticipation of the future residential development</p>	<p>LTS</p>
<p>NOISE-2 The proposed Plan would potentially expose people to or generation of excessive ground-borne vibration or ground-borne noise levels.</p>	<p>PS</p>	<p>Mitigation NOISE-2a: Require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the “normally acceptable” level as shown in Table 4.12-5.</p> <p>Mitigation NOISE-2b: Avoid approving new developments which place sensitive land uses near noise generators.</p> <p>Mitigation NOISE-2c: Avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, residential land-uses, and health centers.</p> <p>Mitigation NOISE-2d: Necessitate the use of noise barriers to lower noise readings to a less than significant level as defined in Table 4.12-5.</p>	<p>LTS</p>

		<p>Mitigation NOISE-2e: Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 14.2-5 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 4.12-5 at existing noise sensitive areas in the project vicinity. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 4.12-5 at the property line of the generating use in anticipation of the future residential development</p>	
<p>NOISE-3 The proposed Plan would potentially increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project.</p>	PS	<p>Mitigation NOISE-3a: Require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the “normally acceptable” level as shown in Table 4.12-5.</p> <p>Mitigation NOISE-3b: Avoid approving new developments which place sensitive land uses near noise generators.</p> <p>Mitigation NOISE-3c: Avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, residential land-uses, and health centers.</p> <p>Mitigation NOISE-3d: Necessitate the use of noise barriers to lower noise readings to a less than significant level as defined in Table 4.12-5.</p> <p>Mitigation NOISE-3e: Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 14.2-5 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 4.12-5 at existing noise sensitive areas in the project vicinity. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 4.12-5 at the property line of the generating use in anticipation of the future residential development</p>	LTS

NOISE-4 Construction-related noise would not substantially increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.	LTS	N/A	LTS
NOISE-5 The proposed Plan would not expose people residing or working in the vicinity of the plan area to excessive aircraft noise levels, 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.	NI	N/A	NI
NOISE-6 The proposed Plan would not expose people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.	NI	N/A	NI
POPULATION & HOUSING			
POP-1 The proposed Plan is may potentially induce substantial population growth either directly, by proposing new homes and business, or indirectly, through extension of roads and other infrastructure.	LTS	N/A	LTS
POP-2 The proposed Plan would not displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.	LTS	N/A	LTS

POP-3 The proposed plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	N/A	LTS
PUBLIC SERVICES			
PS-1 Build-out of the proposed Plan would result in potentially significant impacts with regards to fire protection facilities.	PS	Mitigation PS-1: The city shall seek to maintain mutual aid agreements with the City of Hollister and County of San Benito, and maintain fire service responsibilities as outline by those contracts.	LTS
PS-2 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in less-than-significant impacts in regards to fire protection service.	LTS	N/A	LTS
PS-3 Build-out of the proposed Plan would result in potentially significant impacts related to the construction or expansion of police facilities.	PS	Mitigation PS-3 The city shall modify Program PS 5.2.1.1, and levy police impact fees for new development to ensure that the City can maintain at least one police officer per 1000 people, and strive to provide 1.5 officers per 1000 people when feasible.	LTS
PS-4 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth, would result in less-than-significant cumulative impacts with respect to law enforcement services.	LTS	N/A	LTS
PS-5 Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause less-than-significant environmental impacts.	LTS	N/A	LTS

PS-6 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth in the Aromas San Juan Unified School District service area, would result in less-than-significant cumulative impacts with respect to schools.	LTS	N/A	LTS
PS-7 Build-out of the proposed Plan would result in less-than-significant impact associated with the provision of new or physically altered parks and recreational facilities in order to maintain the City's adopted ratio of parkland per thousand residents.	LTS	N/A	LTS
PS-8 Build-out of the proposed Plan would result in less-than-significant increase in 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.	LTS	N/A	LTS
PS-9 Build-out of the proposed Plan may include a recreational center, which may have a less-than-significant impact on the environment.	LTS	N/A	LTS
PS-10 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth, would result in less-than-significant cumulative impacts with respect to parks and recreational facilities	LTS	N/A	LTS

PS-11 Build-out of the proposed Plan would not result in the need for new or physically altered library facilities, so the impact would be less-than-significant.	LTS	N/A	LTS
PS-12 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in less-than-significant cumulative impacts with respect to libraries.	LTS	N/A	LTS
TRANSPORTATION & TRAFFIC			
TRANS-1 Build out of the proposed plan would result in potentially significant impacts to some intersections levels of service.	PS	<p>Mitigation TRANS-1: In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures should be put in place. With new State requirements (Complete Streets Act – AB1358 – of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal. Some measures would create travel environments to enable users switch to non-motorized modes, such as walking and biking; other measures would promote use of public transit; while nevertheless others would require geometric improvements to better accommodate the automobile. As identified in the appendix to the traffic analysis section, some would involve the addition of turn bays, restriction of on-street parking, creation of bus pull-outs, while others may ultimately require the addition of through lanes on such major arteries as SR 156 and The Alameda. Under today's multi-modal travel requirements, acceptable levels of service are no longer for auto drivers only, but averaged over all users. Therefore mitigation measures should be implemented to achieve sufficient capacity for walkers, bikers, transit passengers, and autos.</p> <p>As specific developments come on line more specific geometric and operations improvements should be identified. The potential improvements suggested for the intersection of SR 156 at The Alameda include:</p> <ul style="list-style-type: none"> • Provision of two <u>right</u> turn lanes northbound on The Alameda, • Provision of two <u>left</u> turn lanes northbound on The Alameda, 	LTS

		<ul style="list-style-type: none"> • Provision of one right turn lane eastbound on SR 156, and • Utilization of protected and permitted overlap phasing for right turn movements. <p>The intersection of SR 156 at Monterey Street would need further investigation for the possible addition of a signal at full build-out of the Plan. Potential improvements include:</p> <ul style="list-style-type: none"> • The future signal at Monterey Street should be synchronized with the signal at The Alameda to take advantage of gaps created during phasing for the eastbound left turn. Left turns at Monterey Street should use that gap. • In addition to the signal, a double left turn storage bay should be created to aid in quick discharge of the left turn volumes onto Monterey which may be tapered back to one lane if necessary. 	
TRANS-2 Build out of the Plan would result in no impacts to a local 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	NI	N/A	NI
TRANS-3 Build out of the Plan would result in no impact to local air traffic patterns including either an increase in traffic levels or a change in locations that results in substantial safety risks	NI	N/A	NI

TRANS-4 Build out of the Plan would result in less-than-significant increased hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses	NI	All development under the Plan would be subject to design and safety standards, specified under the San Juan Bautista Municipal Code, which references the California Building Code and portions of the International Fire Code. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regards to ensuring user safety.	NI
TRANS-5 Build out of the Plan would result in no significant impacts to adequate emergency access	NI	N/A	NI
TRANS-6 Build out of the Plan would result in less-than-significant conflicts with adopted polices, plans or programs concerned with public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities	LTS	San Juan Bautista, along with all other cities in California, must comply with the California Complete Streets Act of 2008 (AB 1358), requiring that cities ensure that local streets meet the needs of all users. The Plan includes several policies and programs which support public transit, bicycle, and pedestrian facilities while ensuring adequate vehicular facilities	NI
TRANS-7 Build out of the Plan, in combination with past, present, and reasonably foreseeable projects would result in less than significant additional cumulative considerable impacts	LTS	Cumulative impacts to transportation and traffic resulting from implementing the General Plan are to be addressed locally on a case by case basis during development through implementation of goals, objectives, and polices of the Plan. These polices emphasize walking and biking in the City center while increasing regional connectivity for all users through all modes of transportation. Through the policies proposed in the Plan (and previously identified in this impact discussion) potential increases in traffic as a result of proposed development would be mitigated to a level of non-significance	LTS
UTILITIES			
US-1 Build-out of the proposed Plan would result in less-than-significant impacts in regards to sufficient water supplies for the service area.	LTS	N/A	LTS
US-2 Build-out of the proposed Plan would result in potentially significant impacts in regards to the construction of new water facilities or expansion of existing facilities.	PS	Mitigation US-2: The City shall only construct a new pellet plant when it can be reasonably illustrated that the City has sufficient financial resources and technological expertise to meet any obligations placed upon them by the State of California and its permitting agencies.	LTS

US-3 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth, would result in less-than-significant cumulative impacts with respect to water supply.	LTS	N/A	LTS
US-4 Build-out of the proposed Plan would result in potentially significant impacts related to wastewater treatment requirements of the applicable Regional Water Quality Control Board.	PS	<p>Mitigation US-4a: The City shall only construct a new wastewater treatment plant when it can be reasonably illustrated that the City has sufficient financial resources and technological expertise to meet the obligations of the NPDES permit they must obtain from the Central Coast RWQCB in accordance with State law.</p> <p>Mitigation US-4b: New development shall only be approved if the wastewater treatment plant can treat anticipated demand without compromising the requirements and treatment levels in the applicable NPDES permit. If the proposed development may require additional facilities to maintain compliance with the NPDES permit, the City shall consider requiring impact fees which they deem reasonable and appropriate.</p>	LTS
US-5 Build-out of the proposed Plan would result in a potentially significant impact on the environment, since the construction of new wastewater treatment facilities or expansion of existing facilities would be required, the construction of which may have a significant impact on the environment.	PS	<p>Mitigation US-5: Implement Mitigation Measure US-4a.</p>	PSU
US-6 The proposed Plan would have a less-than-significant impact on the wastewater treatment provider which serves or may serve the project in terms of having adequate capacity to serve the proposed Plan's projected demand.	LTS	N/A	LTS

US-7 The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in potentially significant cumulative impacts with respect to wastewater.	PS	<p>Mitigation US-7a: Implement Mitigation Measure US-4a.</p> <p>Mitigation US-7b: Implement Mitigation Measure US-4b.</p> <p>Mitigation US-7c: New development shall only be approved, if the wastewater treatment plant can treat anticipated demand without compromising the requirements and treatment levels in the applicable NPEDS permit. If the proposed development may require additional facilities to maintain compliance with the NPEDS permit, the City shall consider requiring impact fees which they deem reasonable and appropriate.</p>	LTS
US-8 Build-out of the proposed Plan may result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause less-than-significant environmental effects.	LTS	N/A	LTS
US-9 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable development, would result less-than-significant cumulative impacts with respect to stormwater facilities.	LTS	N/A	LTS
US-10 The current landfill has adequate capacity through 2035 to accommodate build-out of the proposed Plan. Therefore, build-out of the proposed Plan would result in less-than-significant impacts with regards to solid waste capacity.	LTS	N/A	LTS
US-11 Build-out of the proposed Plan would have a less-than-significant impact on the City's ability to comply with federal, State, and local statutes and regulations related to solid waste.	LTS	N/A	LTS
<p>Definitions:</p> <p>No Impact (NI): The project does not create an impact in that category</p> <p>Less than significant (LTS): A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p>			

Potentially significant (PS): The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.

Potentially Significant & Unavoidable (PSU): A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.

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2. INTRODUCTION

The Environmental Impact Report (EIR) provides an analysis of the potential environmental impacts of the adoption and implementation of the proposed San Juan Bautista 2035 General Plan (Plan). This analysis is intended to inform decision-makers, responsible agencies, and the public of the nature of the 2035 General Plan and potential effects on the environment. The EIR is prepared in accordance with, and in fulfillment of, the California Environmental Quality Act (CEQA) requirements. The City of San Juan Bautista is the Lead Agency under CEQA.

2.1 PROPOSED ACTION

The proposed Plan is an update to the previously adopted San Juan Bautista 1998 General Plan.

2.2 EIR SCOPE

This document is a Program EIR that analyzes potential environmental impacts on the adoption of the proposed San Juan Bautista 2035 General Plan. As a Program EIR, it is not project-specific, and does not evaluate the impacts of specific projects that may be proposed under the Plan. Specific projects will require a separate environmental review to determine impacts and to secure any necessary development permits. While subsequent environmental review may be tiered off this EIR, this EIR is not intended to address impacts of individual projects. The scope of the EIR was established by the City of San Juan Bautista through the EIR scoping process.

2.2.1 POTENTIALLY SIGNIFICANT IMPACTS

Pursuant to CEQA Sections 15126.2 and 15126.4, the environmental issues addressed in this EIR include the following potentially significant adverse impacts:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials

9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services and Recreation
15. Transportation and Traffic
16. Utility Systems

2.2.2 INCORPORATION BY REFERENCE

The following documents were incorporated by reference in this EIR, consistent with Section 15150 of the State CEQA Guidelines, and are available for review at the City of San Juan Bautista City Hall:

- City of San Juan Bautista 2035 General Plan (as amended), 2014
- City of San Juan Bautista 2035 General Plan Background Report, 2014
- City of San Juan Bautista, Municipal Code, Chapter 11 (as amended)
- City of San Juan Bautista 2010-2016 Housing Element, May 2014
- San Benito County General Plan, 2014

The EIR uses previously adopted regional and statewide plans and programs, agency standards, and background studies in its analysis, such as the North Central Coast Smoke Management Plan and the CEQA Air Quality Handbook. Whenever existing environmental documentation or previously prepared documents and studies were utilized for the preparation of the EIR, the information was summarized and incorporated by reference for the reader. Chapters 4.0, sections 4.1 through 4.16 of this EIR provide listings of references used in the preparation of the EIR.

2.3 REPORT ORGANIZATION

This EIR is organized into the following chapters:

- **Chapter 1. Executive Summary**

Summarizes the background and description of the San Juan Bautista 2035 General Plan, the format of the EIR, alternatives, critical issues remaining to be resolved, potential environmental impacts, and mitigation measures identified for the Plan. A summary table describing recommended mitigation measures and

indicating the level of significance of environmental impacts before and after mitigation is also included.

- **Chapter 2. Introduction**

Provides an overview of the purpose and use of an EIR, the EIR scope, report organization, and environmental review process.

- **Chapter 3. Project Description**

Describes the Draft San Juan Bautista 2035 General Plan in detail. The description includes the location and boundaries of the Plan area, plan characteristics, and the intended uses of the EIR.

- **Chapter 4. Environmental Assessment**

Provides a summary of the baseline environmental conditions in the project area, including the existing physical setting and regulatory framework for each resource topic required under CEQA. It also includes the preliminary methodology for determining the level of impact, a discussion of impacts of the project, any proposed mitigation measures, and a discussion of the significance after mitigation. Each topic area is organized as follows:

Introduction

Each environmental topic is preceded by a description of the topic and a brief statement of the rationale for addressing the topic.

Environmental Setting

A description of the existing environment in and around the project area as relevant for each topic area impact analysis.

Regulatory Framework

A discussion of the regulatory environment that may be applicable to the proposed project; including federal, State, and local laws and regulations.

Impact and Mitigation Measures

Standards of Significance

The thresholds of significance are the standards or thresholds by which impacts are measured, with the objective being the determination of whether an impact will be significant or less than significant.

Methodology

The method of determining if the project exceeds the thresholds of significance. Being a program level EIR without project specifics, the methodology for determining significance of impact is frequently qualitative.

Impact Discussion

Each impact associated with an environmental topic is discussed and listed by a number, for reference, that corresponds with the threshold of significance for which the impact is analyzed.

Cumulative Impacts

This is an analysis and concluding statement identifying whether the impact is significant or less-than-significant when considered cumulatively with other impacts of the proposed Plan and other existing, approved, and proposed development in the area.

Summary of Significant Impacts and Mitigation Measures

A statement of qualification of impact post mitigation, if mitigation measures are required.

- **Chapter 5. Significant Unavailable Adverse Impacts**

Describes the significant unavoidable adverse impacts of the proposed Plan.

- **Chapter 6. Alternatives to the Proposed Plan**

Considers the three alternatives to the proposed Plan, including the CEQA required “No Project Alternative,” known as the Business as Usual Alternative, the Dynamic Growth Alternative, and the Clustered Growth Development Alternative.

- **Chapter 7. CEQA-Mandated Sections**

Discusses growth inducement, cumulative impacts, unavoidable significant effects and significant irreversible changes as a result of the proposed Plan. This section identifies environmental issues scoped out pursuant to CEQA Guidelines Section 15128.

- **Chapter 8. Organizations and Persons Consulted**

Lists the people and organizations that were contacted during the preparation of the EIR for the proposed Plan.

2.4 ENVIRONMENTAL REVIEW PROCESS

2.4.1 Draft EIR

The DEIR was available for review by the public and interested parties, agencies and organization for a period of 45 days, as required by State Law. Written comments on the EIR were encouraged for incorporation into the Final EIR and were submitted to:

City Manager

311 Second Street
P.O. Box 1420
San Juan Bautista, CA 93045

The EIR was also posted online on the City of San Juan Bautista website: <http://www.san-juan-bautista.ca.us>

2.4.2 FINAL EIR

Upon completion of the 45-day review period, the City of San Juan Bautista reviewed all written comments received and prepare written responses for each comment. This Final EIR (FEIR) was then prepared. The FEIR incorporates all the comments received, responses to comments, and any changes to the EIR that result from the comments received. The FEIR is presented to the City of San Juan Bautista for potential certification as the environmental document for the Plan. All persons who commented on the EIR are notified of the FEIR and its availability.

All responses to comments submitted on the EIR by agencies were provided to those agencies at least 10 days prior to final action on the Plan. The City Council will make findings regarding the extent and nature of the impacts as presented in the FEIR. The FEIR will need to be certified as complete prior to making a decision to approve or deny the Plan. Public participation is encouraged at any public hearing before the City.

2.4.3 MITIGATION MONITORING

Public Resource Code Section 21081.6 requires that the lead agency adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resource Code 21081 or adopt a Negative Declaration pursuant to Public Resources Code Section 21080 (c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration. The Mitigation Monitoring Program for the proposed Plan will be completed as part of the FEIR and will be completed prior to consideration of the Plan by the San Juan Bautista City Council.

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3. PROJECT DESCRIPTION

The San Juan Bautista 2035 General Plan Final Environmental Impact Report (EIR) provides an assessment of the environmental impacts associated with implementation of the proposed San Juan Bautista 2035 General Plan (proposed Plan), released in Draft form for public review on January 12, 2015. The proposed Plan replaces the existing 1998 General Plan, and is intended to guide investment, development, and conservation in San Juan Bautista through 2035. In compliance with the California Environmental Quality Act (CEQA), this chapter provides a detailed description of the proposed Plan, including the location and boundaries of the Plan Area, the primary objectives and the principal characteristics of the proposed Plan, and the intended uses of the FEIR.

3.1 LOCATION AND BOUNDARIES OF THE PLAN AREA

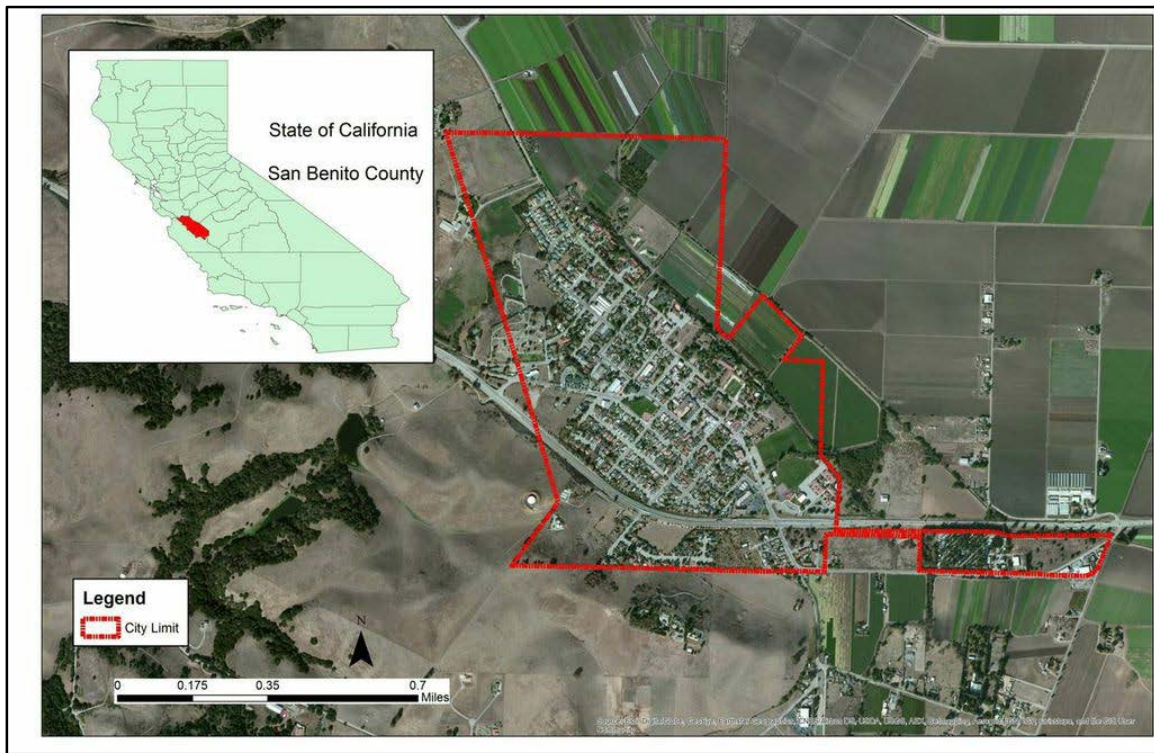
3.1.1 PROJECT SETTING

The City of San Juan Bautista is located in Central California, approximately 7 miles west of Hollister, 17 miles northeast of Salinas, and 45 miles south of downtown San Jose. It is situated in the northwest corner of San Benito County, which is bordered by Monterey County to the south and west, Merced and Fresno Counties to the east, and Santa Cruz and Santa Clara Counties to the north, as shown in Map 3-1. The City is less than one square mile in area and is bisected by State Route 156, the major highway in northern San Benito County and the connection between San Juan Bautista and nearby Hollister.

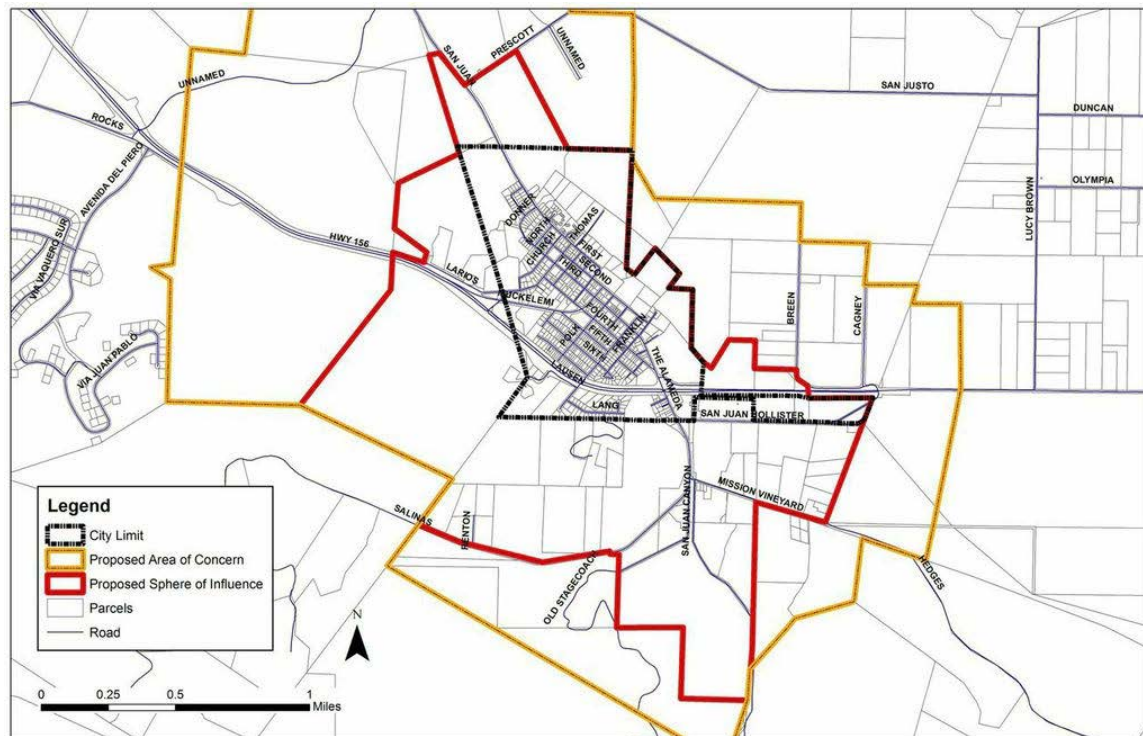
3.1.2 PROJECT BOUNDARIES

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency's judgment bears relation to its planning (OPR, 2003, §65300). The San Juan Bautista 2035 General Plan is the governing document for all planning and development related decisions within City limits, as well as for the planning area and sphere of influence, as defined by the Local Agency Formation Commission (LAFCO). Therefore, the Proposed Project boundary is defined by the City planning area and sphere of influence, which extends beyond the City limits. San Juan Bautista's boundaries are shown in Map 3-2.

Map 3-1 San Juan Bautista, CA, Regional Setting



Map 3-2 City Boundaries and Sphere of Influence of San Juan Bautista, CA



A city's limit encompasses incorporated territory where land use is controlled by the city (OPR, 2003). San Juan Bautista's city limit encompasses an area of about 455 acres (0.7 square mile). Land use within San Juan Bautista's city limit includes residential, commercial, agricultural, and vacant land uses.

A city's Sphere of Influence (SOI) is adopted by LAFCO and is "a plan for the probable physical boundaries and service area of a local government agency as determined by the commission" (OPR, 2014). The City of San Juan Bautista first had a SOI boundary that was established by the San Benito County LAFCO in 1985. LAFCO initially adopted a SOI for San Juan Bautista, which included approximately 3.7 square miles of unincorporated land outside of the almost one square mile of incorporated land (San Benito County LAFCO, 1985) and encompassed an area bounded by Lucy Brown Road to the east, San Justo Road to the north, Prescott Road to the northwest, the hills of the Gabilan Range to the west, and into San Juan Canyon to the south. The SOI has since been amended, however, and now includes a larger stretch of land to the north along San Juan Highway and to the west along SR 156. The SOI no longer stretches as far as Lucy Brown Road to the east, to much of San Justo Road to the north, or as far into the Gabilan Range to the southwest. The City of San Juan Bautista and San Benito County are currently in discussions about updating the SOI once again, so the boundary is expected to change to reflect the projected need for land in the future.

The City of San Juan Bautista's SOI does not generally follow any property boundary, geographic feature, or roads. Land uses within the unincorporated area of the SOI are predominately undeveloped, vacant, and open-space lands. Public facilities and services, including police services, fire protection, streets, water connections, sewers, and administrative services, are required to accommodate the area within the City of San Juan Bautista's Sphere of Influence.

The City's planning area boundary encompasses incorporated and unincorporated territory bearing a relation to the City's planning and may extend beyond the Sphere of Influence (OPR, 2012). Geography plays a significant role in planning for the City and the boundaries of the planning area.

3.2 STATEMENT OF OBJECTIVES

The San Juan Bautista 2035 General Plan is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. Longstanding community values reflected in the plan include resource conservation and maintenance of the City's historic character. These values are perpetuated by the General Plan. The Plan continues to direct new housing and commercial enterprises to areas that are suitable for development, or are already developed. The 2035 General Plan ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment. The City's latest General Plan was adopted in 1998 and has not been updated since then, with the exception of periodic updates to the Housing Element. It is no longer compliant with

California legal requirements for General Plan content, does not contain goals, policies, or programs relevant to current City conditions, and does not provide performance standards that can be used to evaluate future projects and give guidance to the City Council or Planning Commission. The primary purpose of the proposed Plan is to update the policy framework and land use designations in order to guide future development in San Juan Bautista, incorporate recent planning efforts undertaken by the City, and satisfy new State and regional regulations that have come into force since the General Plan was last adopted. Additionally, the City Council and the Planning Commission have identified the following objectives for the proposed Plan:

- Provide a legal and comprehensive General Plan that reflects an updated vision for the City's future and acts as a "constitution" for future development and land use decisions.
- Protect the City's historic character and maintain the quaint atmosphere. Provide an adequate supply of housing options for current and future residents including workforce housing and moderate-income housing.
- Further develop existing industries and support development of employment sectors appropriate for current and future residents.
- Accommodate future population growth with an emphasis on concentrating new development within four key growth areas while leaving the natural landscape open for passive and active recreational use.
- Prioritize non-motorized transportation within the City. Provide public transit service for inter-city travel.

3.3 PLAN CHARACTERISTICS

Pursuant to the CEQA Guidelines, Chapter 14 California Code of Regulations, Section 15378[a], the proposed Plan is considered a "project" subject to environmental review, as its implementation is "an action [undertaken by a public agency] which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment". This FEIR compares the build out potential for the proposed Plan with the existing baseline condition, described in detail in each section of Chapter 4.0, Environmental Analysis.

3.3.1 PLAN BACKGROUND

To assure that the development of the Draft Environmental Impact Report reflects best practices, other General Plan update EIRs were reviewed for document content and organization. The update of the City of San Juan Bautista's General Plan is unique, in that the existing General Plan is outdated and no longer meets California legal requirements, nor do the policies and programs accurately reflect the needs of the City. Most general plan update EIRs outline the proposed changes from the current general plan, while other general plan programs and policies remain unchanged. In San Juan Bautista, however, the general plan update is intended to replace the existing General Plan and impact discussion is based on deviation from existing conditions as opposed to future

environmental conditions as outlined in the General Plan and build-out projections. General Plan update Program Environmental Impact Reports from several cities and counties were referenced for this EIR due to their similarities in program type, age of exiting general plan, regional location, community characteristics, and comprehensive level of analysis. The following cities and counties were referenced for this report:

- City of Clearlake, CA

Other resources consulted include:

- San Juan Bautista General Plan, 1998
- Clearlake General Plan, 2040
- Newark General Plan, 2035
- San Benito County General Plan, 2035
- San Benito County Programmatic Environmental Impact Report, 2035

3.3.2 DESCRIPTION OF THE PROPOSED PLAN

Proposed Plan Organization and Content

The proposed Plan includes the state mandated general plan elements of land use, circulation, housing, open space, conservation, safety, and noise. In addition, the plan includes four optional elements addressing topics of particular importance to the San Juan Bautista community: economic development, health, historic preservation & community design, and public services and facilities. Table 3-1 summarizes the contents of the proposed Plan. Each element begins with a discussion of baseline and projected conditions in San Juan Bautista. Elements are organized under topical headings, followed by a series of numbered goals, policies, and actions, organized by topical subheadings matching the preceding narrative discussion. Goals describe a broad overall end state toward which the City directs its efforts. Objectives describe specific targets that are intended to be achieved. Policies are specific statements that guide decision-making as the City works to achieve a goal. Programs are actions carried out to implement policies, and may be ongoing operating procedures or one-time measures.

Table 3-1 General Plan Summary

Chapter	Description
1. Introduction	This chapter includes basic information about San Juan Bautista, a description of the purpose of the general plan, the legal foundation of planning, and an overview of the General Plan.
2. Planning Process	This chapter summarizes the process used to create the Plan, including a summary of research methods, a land use inventory, community meetings, and public outreach.

3. Conditions and Factors for Growth	This chapter includes a discussion of San Juan Bautista's existing strengths and challenges, growth projections, and development opportunities and constraints.
4. Development Alternatives	This chapter describes the three proposed development alternatives: business as usual, infill and redevelopment, and clustered growth.
5. Preferred Growth Scenario	This chapter describes the preferred growth scenario, including a discussion of key growth areas, circulation, and land use outcomes.
6. Land Use	The Land Use Element defines current and future land uses in the City of San Juan Bautista. This element ties together the goals, objectives, and policies of other elements in the General Plan while promoting compatibility of uses and preserving valuable community assets and resources. This chapter includes goals, objectives, policies, and programs for land use.
7. Circulation	This chapter describes the transportation system of the City of San Juan Bautista and provides an inventory of existing conditions and emerging directions for San Juan Bautista's transportation infrastructure. This Chapter includes goals, objectives, policies, and programs for circulation.
8. Housing	This chapter analyzes current housing stock and conditions in San Juan Bautista based on the 2013 Land Use Inventory and the 2010 United States Census. This chapter includes goals, objectives, policies, and programs for housing.
9. Conservation	This chapter addresses the management and conservation of natural resources to benefit both the human population and economic growth while protecting wildlife habitat and resources. This chapter includes goals, objectives, policies, and programs for conservation.
10. Open Space	This chapter guides the comprehensive and long-range protection and conservation of open space land. This chapter includes goals, objectives, policies, and programs for open space.
11. Noise	This chapter includes goals, objectives, policies, and programs to alleviate unwanted sound produced within San Juan Bautista.
12. Public Safety	This chapter includes goals, objectives, policies, and programs related to hazards that pose potential risks of

	injury, death, and property damage resulting from flood hazards, fire proliferation, seismic impacts, geologic conditions, hazardous materials, citywide emergencies, and crime.
13. Economic Development	This chapter includes goals, objectives, policies, and programs to improve and enhance economic conditions in the City.
14. Public Facilities & Services	This chapter describes the services and facilities provided by the City of San Juan Bautista and San Benito County and whether these services are adequate to meet resident and business needs now and in the future. This chapter includes goals, objectives, policies, and programs for public facilities.
15. Historic Preservation & Community Design	This chapter describes, promotes, and preserves the unique character and features of San Juan Bautista's history embedded into the built environment.
16. Health	This chapter includes goals, objectives, policies, and programs to address the physical and mental wellness of the community.

Proposed Land Use

The policies contained in the proposed Plan would provide direction to guide the type and location of desired growth. The proposed Plan sets a target of 790 total jobs (including 393 existing jobs as of 2014) and approximately 1,397 housing units (including 554 existing dwelling units as of 2014) by 2035. The overall rate and type of new development will be affected by market conditions and individual property owner decisions. Most development in the City is directed towards redevelopment of older structures and additions to existing developed areas. However, based on policies, physical conditions, and market factors, a net increase in development is expected to occur within the City through the time frame of the San Juan Bautista 2035 General Plan. Therefore, to assess the potential future impacts of growth permitted under the San Juan Bautista 2035 General Plan, this EIR uses a set of assumptions regarding the general type, location, and amount of projected future growth.

Residential Land Use

The San Juan Bautista 2035 General Plan suggests prioritizing growth by infill development. As stated in the proposed Plan, "a mix of low-density, medium-density, and high-density housing is proposed for the Preferred Growth Scenario. By focusing development of these different housing types in several key areas of San Juan Bautista, the small town feel of the area will be maintained while still allowing for growth. Medium-density mixed-use development on Muckelemy Street, medium-density to high-density

mixed-use development along The Alameda, and low-density and medium-density residential use along First Street will accomplish these goals. Vacant infill sites within the City will be prioritized for infill development, and are also expected to accommodate job and housing growth.” The existing zoning ordinance indicates three residential density categories which would be maintained. The three densities are low, medium, and high density. The General Plan 2040 recognizes that multifamily housing is a housing type which may be developed in multiple densities and should not be restricted to only ‘multi-family’ zones. The proposed Plan acknowledges that the main market-driving force in residential development is the pursuit of single-family residential units. Residents have voiced their preference for low-density housing options, which are compatible with the small town, rural character of the City. Therefore, the proposed Plan accommodates the majority of future housing need with low-density housing choices.

Consistent with projected increase in population and regional housing needs allocation (RHNA) process, the Plan targets 524 additional housing units by 2035. The Plan allows for flexibility in the choice of type and placement of new residential development, including the allowance of mixed-use and affordable housing options. The total RHNA-mandated number of residential dwelling units by 2035 is approximately 1,114. The policies contained in the General Plan 2035 emphasize infill development of vacant lots within the built-up area and on the northern fringes of the City.

Commercial and Industrial Land Uses

The proposed Plan aims to target an additional 400 jobs by 2035, which would double the number of jobs available in 2014. By providing for a variety of employment sectors, the Plan reserves commercial and industrial land for employment opportunities. For commercial acreage estimates, a floor area ratio (FAR) was applied according to the type of commercial land use. Targeted job growth per sector was multiplied by maximum jobs per acre standards for each sector. Any jobs lost from re-development of existing commercial areas are accommodated in the projected growth of jobs in each of the key growth areas.

Preferred Growth Scenario

The San Juan Bautista 2035 General Plan contains goals, objectives, policies, and programs for each Plan element. These are proposed in order to achieve a desired future state as determined through a series of community visioning meetings in 2013 and 2014. The result of these meetings was a Preferred Growth Scenario, which translates the community's wishes and preferences for the future state of the City of San Juan Bautista into a comprehensive and legally enforceable document. While the proposed growth and land use patterns outlined in the Preferred Growth Scenario are not legally binding, it is important to understand the concepts behind the Preferred Growth Scenario proposal, as this scenario establishes the framework and setting which influence the goals, objectives, policies, and programs of each of the eleven elements. Understanding the intended future state of the City of San Juan Bautista as described by the Preferred Growth Scenario can provide insight into the environmental impacts of adopting and implementing the 2035 General Plan, as well as shape the development of project alternatives pursuant to CEQA Section 15124 (d).

Key Growth Areas

The Preferred Scenario influences future land use allocation with specific proposed circulation improvements and recommendations for distribution of future employment needs in four key growth areas. Each key growth area is designed to meet future community needs, including housing and employment needs, based on the expected future population growth and share of regional housing need. The key growth areas are proposed to act as one piece of a comprehensive plan, which, when combined, can work to achieve the community's desired long-term vision.

Under the Preferred Growth Scenario, development is focused along the Third Street Extension Area, the Muckelemei Street Corridor, Historic Downtown, and south of SR 156. The Preferred Growth Scenario is designed to provide a variety of residential densities, a mixed-use commercial and retail core, infill commercial and residential development, and light-industrial and commercial development. The Plan's description of the Preferred Growth Scenario includes a conceptual land use map, the effects of the scenario, and how the Scenario can be achieved through the implementation of the recommended goals, objectives, policies, and programs.

The overall vision of the Preferred Growth Scenario is a city with well-balanced land uses (including residential, commercial, open space, and public facilities) by fostering appropriate development densities and distributing development to key growth areas. The scenario is aimed at supporting anticipated population growth, while preserving the desired character and values of the community. The intended outcome of the Preferred Growth Scenario is a City with a variety of jobs, suitable housing options for multiple income groups, and space for community activities. This is achieved through the designation of diverse residential and commercial densities, the expansion and enhancement of public parks, and strategic concentrated development. Map 3-3 shows the conceptual land uses for San Juan Bautista based on the Preferred Growth Scenario and the four key growth areas. The four areas selected to accommodate future growth are:

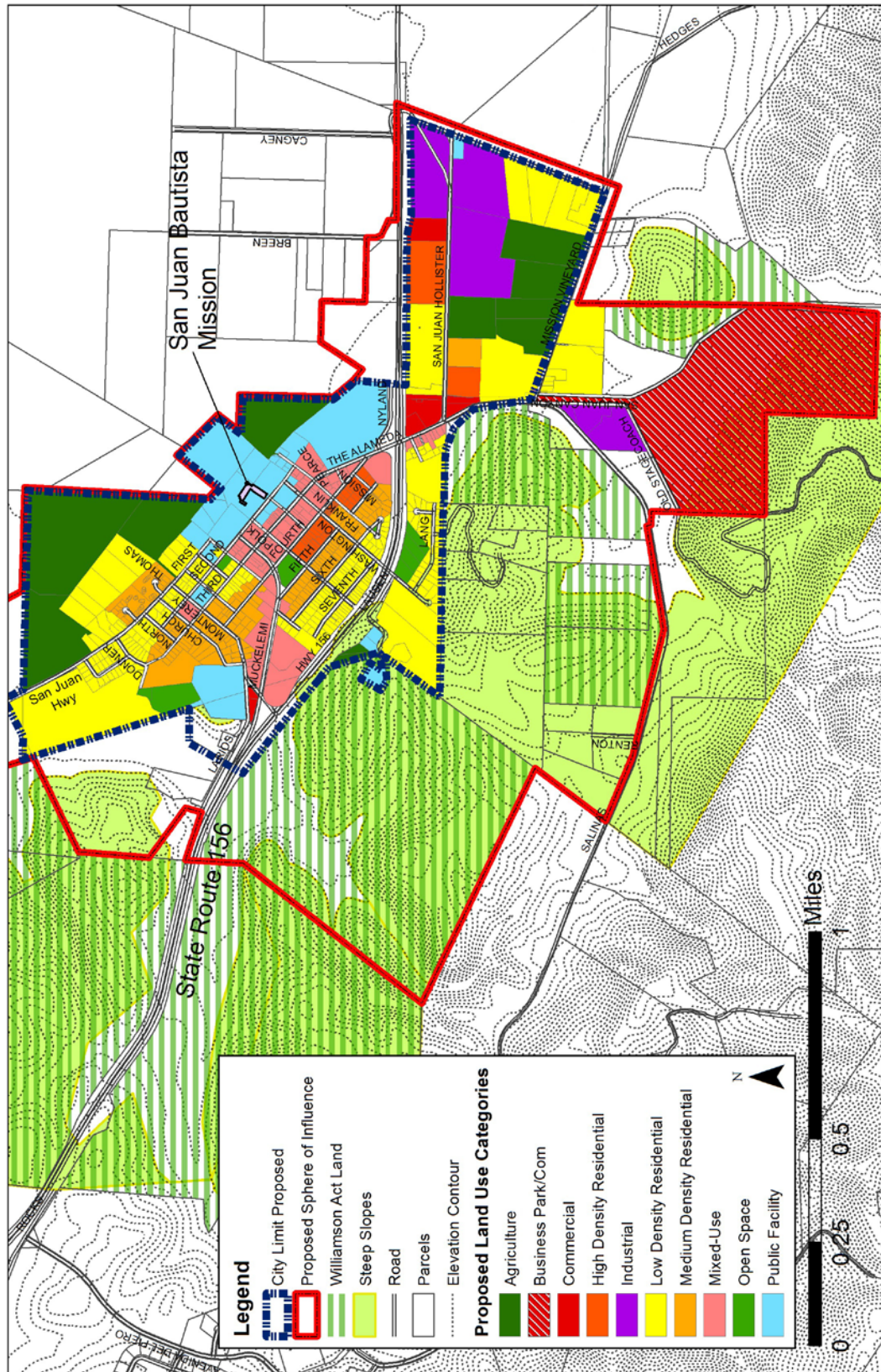
1. Third Street

The proposed development around the North Third Street Extension includes the relocation of the wastewater treatment facility and the development of mixed density housing. The relocation of the wastewater treatment facility will create opportunities for civic and recreational activities, community gatherings, and open space.

2. Muckelemei Street Corridor

The Muckelemei Street Corridor is identified as a potential location for mixed-use development. Residents have expressed a desire for the historically significant structures in this area to be incorporated into the mixed-use development scenario.

Map 3-3 Conceptual Land Uses



3. Historic Downtown

The Historic Downtown will include mixed-use development. These types of development will promote connectivity to other mixed-use areas such as the Muckelemei Street Corridor. Infill development will allow for the location of services in the Historic Downtown in addition to housing for residents. This should minimize impacts to surrounding businesses.

4. South of State Route 156

The portion of the City located south of State Route 156 is identified as a potential location for housing and economic growth. Much of the land in this growth area is currently outside the City limits, but the City is working on annexing several parcels in order to achieve economic and housing targets in accordance with community aspirations. Community members preferred light industrial uses related to agriculture and housing growth accommodated through infill. Circulation improvements for this area will potentially be addressed with the addition of a linear park and multi-use path to create greater connection to the City.

3.4 INTENDED USES OF THE EIR

This Program EIR serves as an environmental review for the adoption and implementation of the San Juan Bautista 2035 General Plan and the proposed update of the City of San Juan Bautista sphere of influence. As such, it provides an in-depth analysis of the environmental effects of the proposed San Juan Bautista 2035 General Plan. Section 15152 of the CEQA Guidelines indicates that tiering “is appropriate when the sequence of analysis is from an EIR prepared for a general plan policy or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site specific EIR or negative declaration.” Subsequent activities under the General Plan may utilize this EIR as the basis for determining whether the later activity may have any significant effects. The conclusions of this EIR can be incorporated where factors apply to the program as a whole. Subsequent projects under the Program EIR may include but are not limited to the following implementation activities:

- Rezoning of properties for consistency with the General Plan
- Amendments to the Zoning Code to achieve consistency with the General Plan (i.e. adoption of new development standards for residential zones)
- Approval of Specific Plans
- Approval of development plans including tentative maps, variances, conditional use permits, and other land use permits
- Approval of development agreements
- Approval and funding of public improvement projects
- Approval of resource management plans
- Issuance of permits and other approvals necessary for implementation of the General Plan

- Issuance of permits and other approvals necessary for public and private development projects

If a subsequent project or later activity would have effects that were not examined in this Program EIR, or were not examined at an appropriate level of detail to be used for the later activity, an initial study and negative declaration, mitigated negative declaration, or EIR would need to be prepared. If the City finds that, pursuant to Section 15152 of the CEQA Guidelines, no new effects could occur or that new mitigation measures could be required on a subsequent project to address new effects, the City can approve the activity as being within the scope of the project covered by this Program EIR, and no new environmental documentation would be required.

This EIR serves as an informational document for use by public agencies, the general public, and decision-makers. This EIR is not a City policy document; however, it does discuss the impacts of development pursuant to the proposed General Plan and related components and analyzes project alternatives. This Program EIR will be used by the City Planning Commission and City Council to assess impacts prior to adoption of the General Plan. No other agency must approve the City's actions as described above, as no permits will be issued from any resource, regulatory, or planning agencies as part of project approval. In the interest of disclosure, this Program EIR has been sent to the following agencies for review and comment:

- California Air Resources Board
- California Department of Conservation
- California Department of Fish & Wildlife - (Central Region)
- California Department of Forestry and Fire Protection
- California Department of Transportation - District 5
- California Department of Parks and Recreation
- California Regional Water Quality Control Board – Central Coast
- Council of San Benito County Governments
- Monterey Bay Unified Air Pollution Control District
- San Benito County Department of Agriculture
- San Benito County Environmental Health Department
- San Benito County Fire Safe Council
- San Benito County Health & Human Services Agency
- San Benito County Historical Society
- San Benito County Local Area Formation Commission
- San Benito County Water District
- National Office of Historic Preservation
- Native American Heritage Commission
- U.S. Army Corps of Engineers
- U.S. Fish & Wildlife Service

The proposed Plan would require the following approvals and discretionary and ministerial actions by the following:

San Juan Bautista Planning Commission:

- Recommendation to adopt the proposed Plan
- Recommendation to certify the General Plan EIR pursuant to CEQA

City Council:

- Adoption of the proposed Plan
- Certification of the General Plan EIR pursuant to CEQA
- Adoption of ordinances, guidelines, programs, and other mechanisms for implementation of the proposed Plan

Other City Boards and Commissions:

- Adoption of programs or other actions that implement the proposed Plan.

Project Description References

The Governor's Office of Planning and Research. (OPR). (2012). LAFCO's, General Plans, and City Annexations. Retrieved from http://www.opr.ca.gov/docs/LAFCOs_GeneralPlans_City_Annexations.pdf.

City of San Juan Bautista. (2014). Draft San Juan Bautista 2035 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.

4. ENVIRONMENTAL ANALYSIS

The following is an introduction to the environmental analysis of the programmatic and cumulative impacts that would possibly result from the adoption of the City of San Juan Bautista 2035 General Plan (proposed Plan). This introduction explains the general environmental conditions off of which the impact analysis is made, as described in Section 15125 of the CEQA Guidelines. Specific environmental conditions, as they relate to the individual topic areas, and detailed discussion of impacts can be found in sections 4.1 through 4.16 of this chapter.

In addition to the general overview of the environmental setting in the City, this chapter addresses the impacts of the proposed Plan at a project level for the following topics in individual sections:

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Resources and Recreation
15. Transportation and Traffic
16. Utilities and Services Systems

In order to determine the potential impacts of the proposed Plan, each section of this chapter presents information on one of these 16 topics areas. Each section includes: a discussion of the existing conditions and related regulations at the federal, state, and local levels; standards of significance and methodology by which to determine the level of potential impacts, if any; an analysis of impacts based on the significance criteria put forth by the legislation; potential mitigation measures; and a conclusion with a determination of potential significance after mitigation.

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4.1 AESTHETICS

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
3. 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"/>
4. Create a new source of substantial light 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"/>

This chapter examines the existing aesthetic character of San Juan Bautista and its surroundings and evaluates potential impacts on aesthetics associated with the proposed Plan. The evaluation assesses visual character, scenic vistas, light, and glare.

4.1.1 ENVIRONMENTAL SETTING

4.1.1.1 REGULATORY FRAMEWORK

This section discusses State and local regulations and programs related to Aesthetics.

State Regulations

California Department of Transportation (Caltrans) California Scenic Highway Program

The California Scenic Highway Program, maintained by the California Department of Transportation (Caltrans), protects California State highway corridors from changes that would diminish the aesthetic value of lands adjacent to the highways, and works to enhance their natural scenic beauty. Nominated highways are evaluated on how much of the natural landscape passing motorists see, and the extent to which visual intrusions can affect the “scenic corridor.” Some of the benefits of the scenic highway designation are as follows:

- Protection of the scenic corridor from encroachment of incompatible land uses
- Mitigation of activities within the corridor that detract from its scenic quality
- Modification of development to make it more compatible with the environment and in harmony with the surroundings
- Preservation of views of hillsides by minimizing development on steep slopes and along ridgelines

Caltrans has not designated any highway within the San Juan Bautista sphere of influence as a scenic highway; however California State Route-156 is eligible to become a California Scenic Highway (Caltrans, n.d.).

Local/Regional Regulations

San Juan Bautista Municipal Code

The *San Juan Bautista Municipal Code* contains the rules and regulations for zoning districts that apply to development inside the City. Due to the fact that San Juan Bautista has many historic properties and multiple historic districts, *Chapter 11.06* and *Chapter 11.08* provide more specific regulations. *Chapter 11.13* provides information concerning light and glare. San Juan Bautista has very strict standards for lighting and glare in the City to preserve the nighttime views. *Chapter 11.03* broadly covers all types of development listing items such as proper building height, setbacks, and density.

4.1.1.2 EXISTING CONDITIONS

This section describes the existing character of the City of San Juan Bautista, the scenic resources present in the City and surrounding area, and the light conditions found in the areas designated by the proposed Plan.

Typical Views

San Juan Bautista is a small agricultural town steeped in history and agriculture and surrounded by many untouched hillsides. The establishment of Mission San Juan Bautista was the first step towards the incorporation of this historical town. This history is a great source of pride to residents, and contributes to the close knit nature of the community. The historical quality of the City also draws tourism.

Many of San Juan Bautista's roads are in need of maintenance. There is little bicycle infrastructure and just two public transit stops serviced by an inter-county fixed route bus.

Some streets do not have sidewalks and many streets that do have sidewalks are in need of repair or updating for people with disabilities.

There are no officially designated vistas in the City of San Juan Bautista or any potential view corridors. However, views of the surrounding San Juan Valley landscape are conserved due to the strict building height limits.

Scenic Highways

California State Route-156, which runs through the southern section of the City, is the one highway eligible to be a California Officially Designated Scenic Highway. There are no Officially Designated Scenic Highways in San Benito County.

Visual Character

San Juan Bautista is a valley town, with the hills of the San Juan Valley to the southwest and agricultural fields to the northeast. Historical qualities from several different styles and periods can be found in the architecture of the downtown buildings. San Juan Bautista takes great pride in its history and contains many National and California Historical Landmarks. San Juan Bautista has experienced many changes to its economic base, which has had a direct effect on the architectural types found in the community such as Mission, Monterey, Western, and Folk Style. An example of this is the use of concrete, an uncommon house building material in many of these architectural types, due to the once active cement plant south of the City. Typically these buildings are less than three stories, which preserves the views of the surrounding landscape for most residents. Most buildings are general commercial and low-density residential homes.

North Third Street Extension

North Third Street is currently made up of undeveloped land surrounding the existing wastewater treatment facility. This extension is proposed in order to accommodate the projected population growth and accompanying job and commercial needs of the community. Mixed density housing and open space is intended for this area. Another potential use for this area, after the relocation of the current wastewater treatment plant, would be to redevelop that land into a park for the future residents.

Muckelemi Street Corridor

The Muckelemi Street corridor has been identified as a potential location for mixed-use development. However, greater care must be taken when developing in this area in order to protect the historically significant building located in this development corridor.

Historic Downtown

The Historic Downtown is a significant cultural and economic resource for the region and for the City. There is a desire for infill of vacant and underdeveloped properties in this area to match the historical aesthetic of downtown. This area may also be compatible for mixed-use development.

South of State Route 156

The area south of California State Route-156 and north of Old San Juan Road contains several large vacant or underutilized parcels. This area is large enough to provide adequate low-density housing, which is typical of several nearby areas.

Light and Glare

San Juan Bautista has many standards to minimize light pollution. Light pollution, according to the *San Juan Bautista Municipal Code*, is “artificial light that causes a detrimental effect, through ‘uplighting’, on the environment, astronomical research, and/or enjoyment of the night sky or causes undesirable glare or light trespass” (City of San Juan Bautista, 2013). Although light pollution is low compared to surrounding cities, the minimization of light pollution is very important to the city of San Juan Bautista. This is partially due to the cultural heritage of the area, and also the desire to maintain the historical night sky characteristics. This must be balanced with public safety for citizens and the desire for well-lit streets.

4.1.2 STANDARDS OF SIGNIFICANCE

4.1.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to aesthetics if it would:

1. Have a substantial adverse effect on a scenic vista;
2. Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
3. Substantially degrade the existing visual character or quality of the site and its surroundings; or
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

4.1.2.2 METHODOLOGY

The aesthetic impact assessment was based on a review of relevant documents, including: the *San Juan Bautista Municipal Code*, the Register of Scenic Highways, and aerial imagery of the City of San Juan Bautista. The discussion follows, and is organized by the impact criteria laid out in the CEQA Appendix G Guidelines.

4.1.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to aesthetics.

AE-1	The impact of the proposed Plan on scenic vistas is <i>less-than-significant</i>.
-------------	--

There are no officially designated scenic vistas or view corridors in the City of San Juan Bautista and the proposed Plan does not identify any specific vistas or view corridors for special protection in the future. However, two scenic vistas have been determined as open spaces or vantage points within the City of San Juan Bautista that may be affected by the proposed Plan area.

The two vistas considered most important by the community are: (1) the panoramic scenery of the surrounding agricultural land and San Juan Valley hillsides, and (2) the views of the Historic Mission San Juan Bautista.

Figure 4.1-1 View of the San Juan Valley Hills from Abbe Park



Source: Cal Poly San Luis Obispo, January 2015

Figure 4.1-2 View of the surrounding hillsides and agricultural land from San Juan Bautista State Historic Park



Source: Cal Poly San Luis Obispo, January 2015

Figure 4.1-3 View of Mission San Juan Bautista, the Castro-Breen Adobe, and the Plaza Hotel from San Juan Bautista State Historic Park



Source: Cal Poly San Luis Obispo, January 2015

Future development under the proposed Plan would be subject to local laws and regulations that serve to protect these scenic vistas and view corridors. The maximum building height allowed in San Juan Bautista, irrespective of zoning type, is 40 feet (approximately two stories). This regulation was initially implemented to preserve the community design and match surrounding building heights, but it has also resulted in the protection of vistas and viewsheds. An ordinance has also been proposed to preserve the limits on building height for the purpose of protecting life and property from sites constrained by slope, landslide hazard, fire hazard, and fault zones. These Ridgeline and Hillside Preservation and Development Standards also protect viewshed corridors of California State Route-156, important ridgelines, and the viewshed from the Historical Downtown District.

The proposed policies and programs in the Plan include:

Policy OS 3.1.1

Maximize viewsheds through purchase, easement, and zoning.

Program OS 3.1.1.1

Establish design guidelines and review that limit the impact of development on scenic vistas and viewsheds.

Policy OS 3.1.2

Protect scenic resources from development obstruction.

Program OS 3.1.2.1

Assess and identify scenic views and viewsheds.

Program OS 3.1.2.2

Minimize obstruction of scenic resources with development standards for areas providing access to views and viewsheds.

Program OS 3.1.2.3

Use design review for development on hillsides and within scenic corridors to protect hillsides and ridgelines.

Program OS 3.1.2.4

Create and implement mitigation for new development that may have significant impact on the City by obstructing access to visual resources.

Program OS 3.1.2.5

Require all new electric and communication facilities be placed underground, when feasible.

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-significant

AE-2 The impact of the proposed Plan on scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a State scenic highway, would be **no impact**.

As described above, there are no Designated State Scenic Highways in or adjacent to the City of San Juan Bautista. California State Route - 156, which runs through the southern edge of the City, is listed as Eligible to become an Officially Designated Scenic Highway. This is contingent upon completion of an application and adoption of a Corridor Protection Program by the City.

The City has not expressed interest in pursuing this designation for California State Route – 156; therefore no regulations are required by the City to maintain the highway’s current status.

Applicable Regulations:

California Scenic Highway Program

Significance Before Mitigation: No impact

AE-3 The proposed Plan would result in **less-than-significant** potential to substantially degrade existing visual character or quality of the City.

As described above, the proposed Plan would have less than significant impacts to the existing visual character or quality of the areas within the plan and the surrounding landscape. These development areas are focused on four main sites around the city.

North Third Street Extension

North Third Street is currently surrounded by single-family homes and the areas of future development are vacant parcels. The key features of the proposed Plan in this area include the relocation of the wastewater treatment plant, development of medium-density housing, and some preservation of open space. Although the aesthetics of the area will be changing toward a more urban setting, it is embraced by the City in order to fill the need for affordable and market rate housing.

Muckelemi Street Corridor

Mixed-Use development is proposed for currently underutilized parcels along this corridor. Also, it is proposed that there be a two-story maximum height limit to prevent the blocking of vistas of the hills from the single-family homes on the Northeast side of Muckelemi Street. The addition of commercial, office, and service sector space along the corridor is a high priority for local residents. Mixed-use is one of the two preferred housing types expressed by locals at the second community meeting, held in November 2013. Although changing the current environment to a more urban setting is desired by the community, there are many policies in place to preserve the historic character and aesthetic resources of the community.

Historic Downtown

The proposed Plan for the Historic Downtown is primarily concerned with infill development on vacant and underutilized spaces. New development in the Historic Downtown should be designed to emulate the surrounding building forms and maintain the historic character of the area. This is in alignment with community vision and State requirements for development in Historic Districts. As the 'City of History', the Planning Commission has design guidelines for topics including appropriate building architecture, height, and landscaping. Great care has been taken to preserve the historic downtown so that any change to it should not disturb the aesthetics of the downtown.

South of State Route 156

The proposed growth scenario includes placing light industrial development and single-family, detached homes – the second most desired type of market rate housing - to the south of the city. The greatest visible change will occur in the industrial areas of this preferred growth scenario, where parcels are currently underutilized or vacant. This change is in alignment with the desire to attract agricultural and light industrial jobs, as well as include more medium-density housing in San Juan Bautista. The zoning for single-

family homes in the western portion of the growth scenario is in alignment with the current use and the aesthetics of the area.

The proposed Plan contains general goals and policies that would further reduce potential impacts to visual character and quality from development. The Plan includes the following:

Policy LU 3.1.1

Promote zoning policies and standards that respect and maintain the small town character.

Program LU 3.1.1.1

Identify distinct neighborhoods and develop a form-based code ordinance that maintains local neighborhood features and guides future development.

Program LU 3.1.1.2

Establish a building height cap for all neighborhoods.

Program LU 3.1.1.3

Coordinate policies, public improvements, and beautification efforts with citizen groups, service groups, and organizations who are interested in promoting the current character of the community.

Policy HPCD 2.1.1

New development should respect the historical scale and style of development.

Program HPCD 2.1.1.1

Preserve such traditional site features as variations in lot sizes, setbacks, and landscaping.

Program HPCD 2.1.1.2

Allow for a variety of traditional building styles in new residential development, consistent with the diverse architectural heritage of San Juan Bautista's homes.

Policy HPCD 2.3.1

Prioritize compact, mixed-use development.

Program HPCD 2.3.1.1

Develop underutilized or vacant lands within the City core.

Program HPCD 2.3.1.2

Provide design guidelines to streamline the review process for infill development within and adjacent to historic districts.

Program HPCD 2.3.1.3

Provide density bonuses for mixed-use development.

Policy HO 3.1.1

Maintain design guidelines, which uphold the City's architectural character.

Program HO 3.1.1.1

Require that new development meets the City's design guidelines.

Program HO 3.2.1.2

Increase the number of streetlights and street trees.

Program HO 3.2.1.3

Protect trees and other natural features that create a sense of place.

Policy HO 3.3.1

Allow for medium and high density housing in the downtown core.

Program HO 3.3.1.1

Provide small lot single-family housing within walking distance of downtown.

Policy HO 3.3.2

In appropriate locations, allow for the development of multi-generational housing.

Program HO 3.3.2.1

Require inclusion of multi-generational housing in the redeveloped and infill lots of growth areas.

Policy ED 3.1.1

Prioritize economic activities that utilize the City's historic character and charm.

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-significant

AE-4 The proposed Plan's potential to create a new source of substantial light or glare, which would adversely affect day or nighttime views of the area is **less-than-significant**.

The City of San Juan Bautista wishes to maintain its historical night sky due to its cultural heritage. San Juan Bautista currently experiences relatively low light pollution in

comparison to nearby cities in San Benito and Santa Clara Counties. Future development under the proposed Plan would create new sources of light and glare; however, the need for improved street lighting and the need for new lighting under proposed development, while having the potential to adversely affect daytime or nighttime views, will enhance lighting for the safety and security of residents and visitors.

The *San Juan Bautista Municipal Code* contains provisions to limit the adverse effects of light and glare impacts (Chapter 11 - 13). Specifically, the Dark Sky Ordinance encourages lighting practices and systems which will: minimize light pollution, glare, light trespass; conserve energy and resources while maintaining night-time safety, utility, security, and productivity; and curtail the degradation of the night time visual environment.

The proposed Plan includes several policies and programs to minimize light and glare impacts from development and redevelopment in the City:

Policy OS 1.4.2:

Promote the role of public safety in open space and recreational facilities.

Program OS 1.4.2.1:

Create efficient active and passive lighting in parks and open spaces

Program LU 2.6.1.2:

Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).

Program HO 3.2.1.2:

Increase the number of streetlights and street trees.

Policy HE 3.1.1:

Improve road conditions and public spaces for enhanced visibility.

Program HE 3.1.1.1:

Enhance lighting on street, sidewalks, crosswalks, and public spaces

Program HE 4.1.2.3:

Provide a range of high quality, well maintained, recreational facilities with adequate lighting, signage, and hours of operation representing the multicultural needs of the community.

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

San Juan Bautista Municipal Code

Significance Before Mitigation: Less-than-significant

AE-5 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **less-than-significant** cumulative impacts with respect to aesthetics.

The proposed Plan, in combination with other past, present, and reasonably foreseeable development in the future would result in a less than significant impact with respect to aesthetics. The City of San Juan Bautista is separated from surrounding communities by open space, and wishes to maintain the visual character of San Juan Bautista as an important component to the City's growth.

As described above, there are no State-designated scenic highways in the City or the area of cumulative effect that could be affected by a build out of the proposed Plan in combination with cumulative development. Cumulative impacts to scenic highways would be less than significant. Additionally, as described above, compliance with applicable regulations from the *San Juan Bautista Municipal Code* and implementation of the *City of San Juan Bautista 2035 General Plan* would reduce light and glare impacts.

With respect to cumulative impacts on the visual character of the City in the context of cumulative effect, compliance with regulations from the *San Juan Bautista Municipal Code* in addition to the proposed Plan will ensure future development is compatible with the City's surroundings. Overall, cumulative aesthetic impacts from build out of the proposed Preferred Growth Scenario in combination with other past, present, and reasonably foreseeable development in the future would be less than significant.

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-significant

4.1.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The proposed Plan would result in less-than-significant impacts to aesthetics, with no mitigation measures needed.

AESTHETICS REFERENCES

- California Department of Transportation, California Scenic Highways Program. (2013). Retrieved from http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.html
- City of San Juan Bautista, CA. (2014). Draft San Juan Bautista 2035 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.
- City of San Juan Bautista, CA. (2013). San Juan Bautista Municipal Code. Retrieved from <http://www.sanbenitocountyexpress.org/intercounty.html>

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4.2 AGRICULTURAL RESOURCES

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Conflict with existing Williamson Act Land.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Result in other changes in the existing environment, which due to their location or nature, may result in conversion of Farmland to non-agricultural uses.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The *Draft San Juan Bautista 2035 General Plan* (2014) proposes land use changes with the potential to impact the City's agricultural resources. This chapter begins by describing the existing environmental and regulatory conditions in San Juan Bautista with regards to its agricultural resources. It then assesses the potential impacts associated with the build-out of the proposed Plan and determines whether these impacts are significant.

4.2.1 ENVIRONMENTAL SETTING

4.2.1.1 REGULATORY FRAMEWORK

This section outlines the State, federal, and local regulations that manage agricultural resources in San Juan Bautista.

Federal Regulations

The United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS)

Farmland Protection Policy Act (FPPA)

The Natural Resources Conservation Service (NRCS) is responsible for enforcing the Farmland Protection Policy Act (FPPA), which strives to minimize the conversion of agricultural land to non-agricultural uses through other federal programs. This is achieved

by ensuring that other state, local, and private programs are compatible with the administered federal programs aimed at protecting farmland. Included in the definition of “farmland” is land that is prime, unique, or of statewide or local importance. Land subject to FPPA is not required to be in current use, and may include land for forests, pastures, or other uses. Federal agencies, state and local governments, tribes, or nonprofit entities can obtain technical assistance from NRCS if they wish to develop farmland protection programs or policies. The Land Evaluation and Site Assessment (LESA) program was also developed in conjunction with the FPPA (USDA NRCS Farm and Ranch Lands Protection Program, 2014).

Farm and Ranch Land Protection Program (FRPP)

The FRPP is a voluntary NRCS program that is aimed at keeping productive agricultural land in use. Under this program, state, local, or tribal governments and non-profit entities with existing farmland protection programs will receive matching funds to assist in the purchase of development rights that will help keep farm and ranch lands in productive use. Up to 50 percent of the appraised fair market value of the easement may be paid by the NRCS. Applications with perpetual easements are prioritized, and a minimum of 30 years is required for conservation easements (USDA NRCS Farm and Ranch Lands Protection Program, 2014).

Land Evaluation and Site Assessment (LESA)

LESA ranks sites to determine whether or not they qualify for inclusion in the FRPP. This ranking system is based primarily on other public values of the site, such as development pressures, rather than its soil quality. The parcels are then ranked numerically to determine their suitability.

California’s LESA model utilizes methodology to ensure that agricultural land use changes are quantitatively analyzed for their potentially significant environmental impacts. This model considers the farmland’s importance alongside the potential significance of conversion. This is completed on a site-by-site basis. Several factors are considered in this model: land capability, surrounding agricultural lands, water availability, land uses within ¼ mile, and protected resource lands (USDA Farm and Ranch Lands Protection Program, 2014).

State Regulations

Senate Bill 1142 (The California Farmland Conservancy Program Act)

The California Farmland Conservancy Program Act is designed to offer grants for agricultural conservation easements or fee title from the Department of Conservation. It also created the California Farmland Conservancy Program Fund, as well as allowing the Director of Conservation the opportunity to offer grants from non-fund sources (S.B. § 1142).

The California Land Conservation Act of 1965 (The Williamson Act)

The California Land Conservation Act of 1965, also known as the Williamson Act, is a preservation program aimed at protecting open and agricultural spaces and promoting

efficient urban growth patterns. Through the act, landowners can restrict their property to agricultural or open-space uses in exchange for reduced property taxes. Williamson Act contracts extend for 10 years and continue unless either the City or landowner decide not to renew the contract for another year and serve notice upon the other party. The reduced taxes are assessed based on the value of agricultural land rather than the full market value (CDC Land Conversation Act).

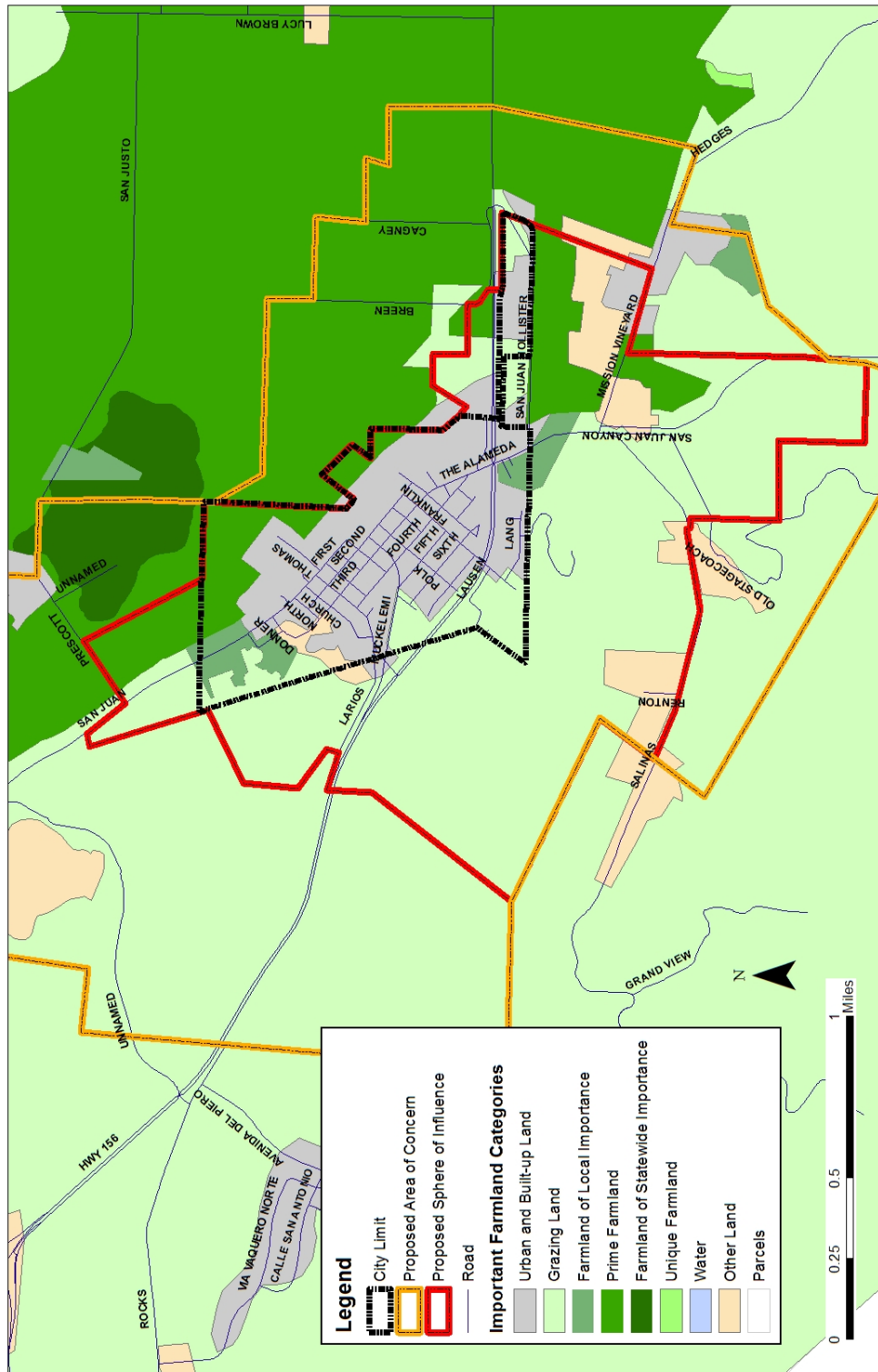
The California Department of Conservation Farmland Mapping and Monitoring Program (FMMP)

The California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) categorizes different farm lands based on their soil ratings and land use information. These “Important Farmlands” are divided into 7 categories:

- **Prime Farmland** is land ideal for the growth of high-yield crops, with the best combination of chemical and physical characteristics. This is based on its soil quality, growing season, and moisture level. Land that has been fallow for more than two mapping cycles and public non-agricultural lands are exempt from this category.
- **Farmland of Statewide Importance** is non-prime farmland that also has good physical and chemical conditions. Public and fallow land is excluded from this category.
- **Unique Farmland** is land that may not have good physical and chemical characteristics, but is suitable for the production of other high-economic value crops. Public and fallow land is again excluded from this category.
- **Farmland of Local Importance** is land that meets none of the aforementioned standards, but produces crops that have value in the local economy.
- **Grazing Land** is land that is suitable for livestock grazing or browsing, with a minimum mapping unit of 40 units.
- **Urban and Built-up Land** is land that contains primarily man-made structures and landscapes. It has minimum building density requirements of at least 1 unit to 1.5 acres.
- **Other Land** is land that does not conform to any of the aforementioned categories, but may include: low-density development, confined livestock facilities, or areas with geologic features rendering them unsuitable for grazing (A Guide to the Farmland Mapping and Monitoring Program, 2004).

A map of the existing Important Farmland in San Juan Bautista is shown in Figure 4.2-1.

Map 4.2-1 Farmland Mapping and Monitoring Program, Important Farmland in San Juan Bautista



Source: California Department of Conservation 2010; Cal Poly San Luis Obispo 2014

California Capability Rating

The Natural Resources Conservation Service (NRCS) provides a method for classifying soil quality called the soil capability rating. The ratings range from Roman numerals I through VIII, with lower numbers indicating higher quality. Prime farmland has soils in Class I and Class II (National Soil Survey Handbook, 2014).

Local Regulations

San Juan Bautista Zoning Ordinance, Chapter 11-02, Article 1, Section 30-G

This section of the zoning ordinance designates agricultural land as District A. This is intended to promote long-term conservation of agricultural land in San Juan Bautista. In order to be zoned Agriculture, the lot area must be at least 5 acres (City of San Juan Bautista, 2014).

San Juan Bautista Municipal Code, Article 1 Section 110 of the Growth Management Plan

This section of the City's growth management plan specifies the City's desire to maintain its small agricultural environment and character (City of San Juan Bautista, 2014).

4.2.1.2 EXISTING CONDITIONS

San Juan Bautista is a small agricultural community located in the San Juan Valley. While most of the City's farmland is located outside City limits, it contributes significantly to its economic and employment base. In addition, much of the farmland and soils in and around San Juan Bautista have been deemed "Important Farmland" by the California Department of Conservation. There is also farmland conserved under the Williamson Act located around San Juan Bautista.

The San Juan Valley has fertile soil that produces high yields of vegetables and fruits that contribute to its economy. In 2012, San Benito County produced \$297,365,000 worth of crops (Crop Report, 2012). Agriculture is very important to the economy and atmosphere of the City and County, so it is necessary to maintain the health and quality of these resources.

Most of the agricultural land in the immediate vicinity is located to the south and north of the City limits, interfacing with wilderness areas. Agricultural production includes row crops, orchards, dry land farms, grazing and rangelands, pastures, and fallow fields. Agricultural development consists of development within city limits, agricultural businesses (two seed companies and a mushroom spawning plant), a PG&E substation, and approximately 90 rural agricultural residences. Agriculture comprises 45 percent of land use within the City. Agricultural land in San Juan Bautista totals 204.4 acres. This comprises 98.9 percent of open space in the City. The majority of San Juan Bautista's farmland is considered "Prime Farmland" by the California Department of Conservation (City of San Juan Bautista, 2014).

Farmland Preservation

Most city-surrounded farmland has potential to be developed as a result of urbanization. San Benito County has suffered an ongoing loss of agricultural land in the last decade. From 2008-2010, the county lost approximately 13 percent of its Important Agricultural land. Furthermore, from 1990 to 2004, almost half of converted farmland in San Benito County was considered Prime Farmland. This is due to the fact that most of the county's prime farmland is located near developed areas (San Benito County, 2013).

Agricultural Operations

Pesticides, herbicides, fertilizers, and other hazardous materials are used regularly in agricultural operations of the San Juan Valley. This could lead to potential conflicts if farmland is urbanized. Chemical applications may create build-up of hazardous substances; soil may become contaminated as a result of chemical storage or spillage; or underground fuel tanks may result in leakage. There is also the potential for the "drifting" of chemical sprays from farms to residential areas, especially during windy weather. San Benito County has over 67 organic growers and overall minimal pesticide usage.

San Juan Bautista has sunny weather and ocean breezes, which allow for both "cold season" (lettuce, broccoli) and "warm season" (squash, tomatoes) vegetables. The most valuable crops in production are vegetable and row crops.

Soil Types

The City of San Juan Bautista and its sphere of influence (SOI) are home to a variety of rich and fertile soil types. These soil types are located primarily on lower slopes that do not exceed 15 percent. They are mostly well-drained and not very susceptible to runoff. Many of these soils are prime farmland if irrigated properly. The San Juan Valley floor is mainly composed of loamy fertile soils and the hillside is composed of coarser less productive soils. To the west of the City proper are steeper slopes that do not exceed 30 percent. These soils are shown in Map 4.2-2. The United States Department of Agriculture Soil Conservation Service describes the primary soil types in and around San Juan Bautista as:

Rincon loam (2 to 9 percent slope; RnC on map)

- Primary soil within the developed urban area of San Juan Bautista
- Well drained
- Highly susceptible to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

Sorrento silt loam (2 to 9 percent slope; SnC on map)

- Soil class located to the southeast periphery of San Juan Bautista
- Well drained
- Medium susceptibility to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

Sorrento clay loam (0 to 2 percent slope; SrA on map)

- Soil class located to the east periphery of San Juan Bautista
- Well drained
- Low susceptibility to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

Clear Lake clay (0 to 2 percent slope; Ch on map)

- Soil class located in the agricultural periphery of San Juan Bautista, including some Williamson Act land
- Poorly drained
- Low susceptibility to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

San Benito clay loam (9 to 15 percent slope; SbD on map)

- Soil class located to the southern periphery of San Juan Bautista
- Well drained
- Medium susceptibility to runoff, but not frequent to flood
- Uses: Wildlife habitat, not prime farmland

Los Gatos clay loam (15 to 30 percent slopes; LvE on map)

- Soil class located in the hills to the west of San Juan Bautista's city center
- Well drained
- High susceptibility to runoff, but not frequent to flood
- Uses: Wildlife habitat, but not prime farmland

San Benito clay loam (30 to 50 percent slopes, SbF2 on map)

- Soil class located in the hills to the west of San Juan Bautista's city center
- Well drained
- High susceptibility to runoff, but not frequent to flood
- Uses: Wildlife habitat, but not prime farmland

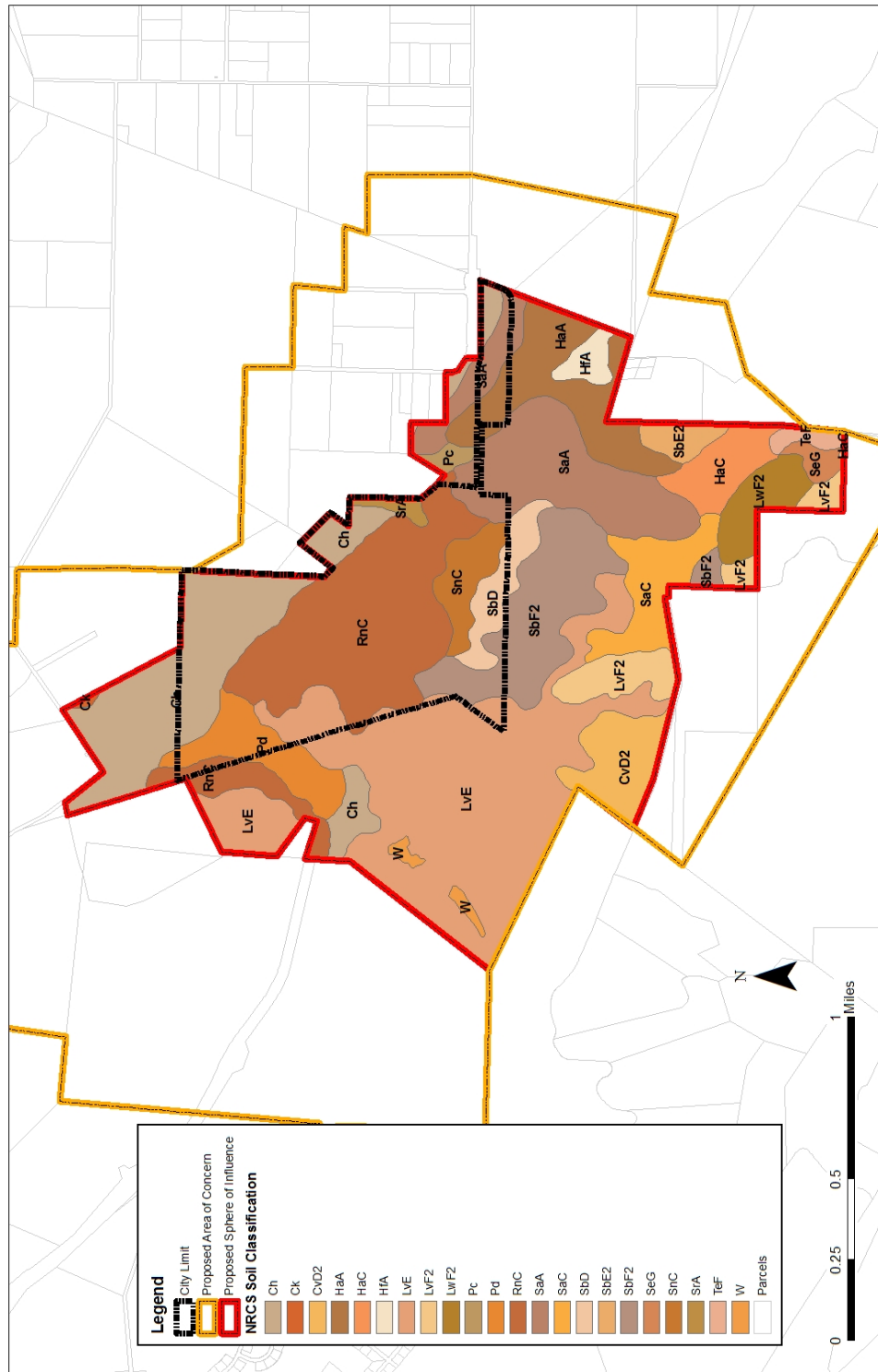
Salinas clay loam (0 to 20 percent slopes; SaA on map)

- Soil class located in the eastern corridor of San Juan Bautista
- Well drained
- Low susceptibility to runoff, not frequent to flood
- Uses: Prime farmland if irrigated

Hanford coarse sandy loam (0 to 2 percent slopes; HaA on map)

- Soil class located in the eastern corridor of San Juan Bautista
- Well drained
- Low susceptibility to runoff, not frequent to flood
- Uses: Prime farmland if irrigated

Map 4.2-2 Soil Types in San Juan Bautista



Source: San Benito County GIS Department 2013; *Cal Poly San Luis Obispo*, 2014

4.2.2 STANDARDS OF SIGNIFICANCE

4.2.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan build-out would have a significant impact on the environment with respect to agricultural resources if it would:

1. Convert Prime Farmland, Unique Farmland, or Farmland of State 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;
2. Conflict with existing for agricultural use, or a Williamson Act contract;
3. 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));
4. Result in the loss of forest land or conversion of forest land to non-forest use; or
5. 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.

4.2.2.2 METHODOLOGY

The analysis of potential impacts of general plan build-out on San Juan Bautista's agricultural resources was based on a review of literature from the *City of San Juan Bautista Background Report* (2014); the California Department of Conservation 2008-2010 Regional and Statewide Conversion Summary and Farmland Conversion Report; The United States Department of Agriculture's resources; the California Department of Conversation's resources; the Farmland Mapping and Monitoring Program (FMMP); and existing state and local regulations that are related to agricultural resources. The proposed Plan was then compared to the existing conditions in San Juan Bautista in order to determine if there would be a significant impact on agricultural resources (AEP, 2014).

The CEQA guidelines and standards of significance were adjusted to the environment of San Juan Bautista. For instance, Agricultural Resources' Standard of Significance from Appendix G of the CEQA Guidelines (2014) refers to the potential loss of forest land or timberland. However, there is no forest land or timberland in the San Juan Bautista SOI. Therefore, standards three and four were not applied in this analysis. Similarly, the impact analysis in AG-3 was adjusted to only apply to agricultural lands.

4.2.3 IMPACT DISCUSSION

This section discusses environmental impacts with respect to agricultural resources.

AG-1 The proposed Plan would result in **potentially significant** impacts by converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmlands to non-agricultural use.

According to the California Important Farmland Finder, San Juan Bautista contains Prime Farmland located within the City's sphere of influence. Map 4.2-3 shows the existing land use patterns in San Juan Bautista. Map 4.2-4 shows the proposed land use changes through the proposed Plan. Map 4.2-5 shows how the proposed land use changes will impact important farmland in San Juan Bautista. The Prime farmland is located in close proximity to the existing urban core and its urban growth boundary, where most of the urban growth is proposed. Therefore, several areas of Prime Farmland will be converted to mixed- and residential-use in the next twenty years.

Despite this inevitable consumption of Prime Farmland, the City is committed to its small agricultural atmosphere, and has therefore established a number of goals, objectives, and policies in the proposed Plan to prevent unnecessary consumption of farmland. One of the key goals serves as the overarching theme of these preservation efforts. Goal OS 4, from page 201 of the proposed Plan, states that future growth efforts will strive to "preserve prime farmland with viable local agricultural operations." These strategic planning efforts outline San Juan Bautista's commitment to its agricultural environment. The proposed Plan strives to avoid the fragmentation of existing agricultural land.

The proposed Plan also proposes a number of more detailed objectives, policies, and programs that support the preservation of agricultural land in San Juan Bautista. These include:

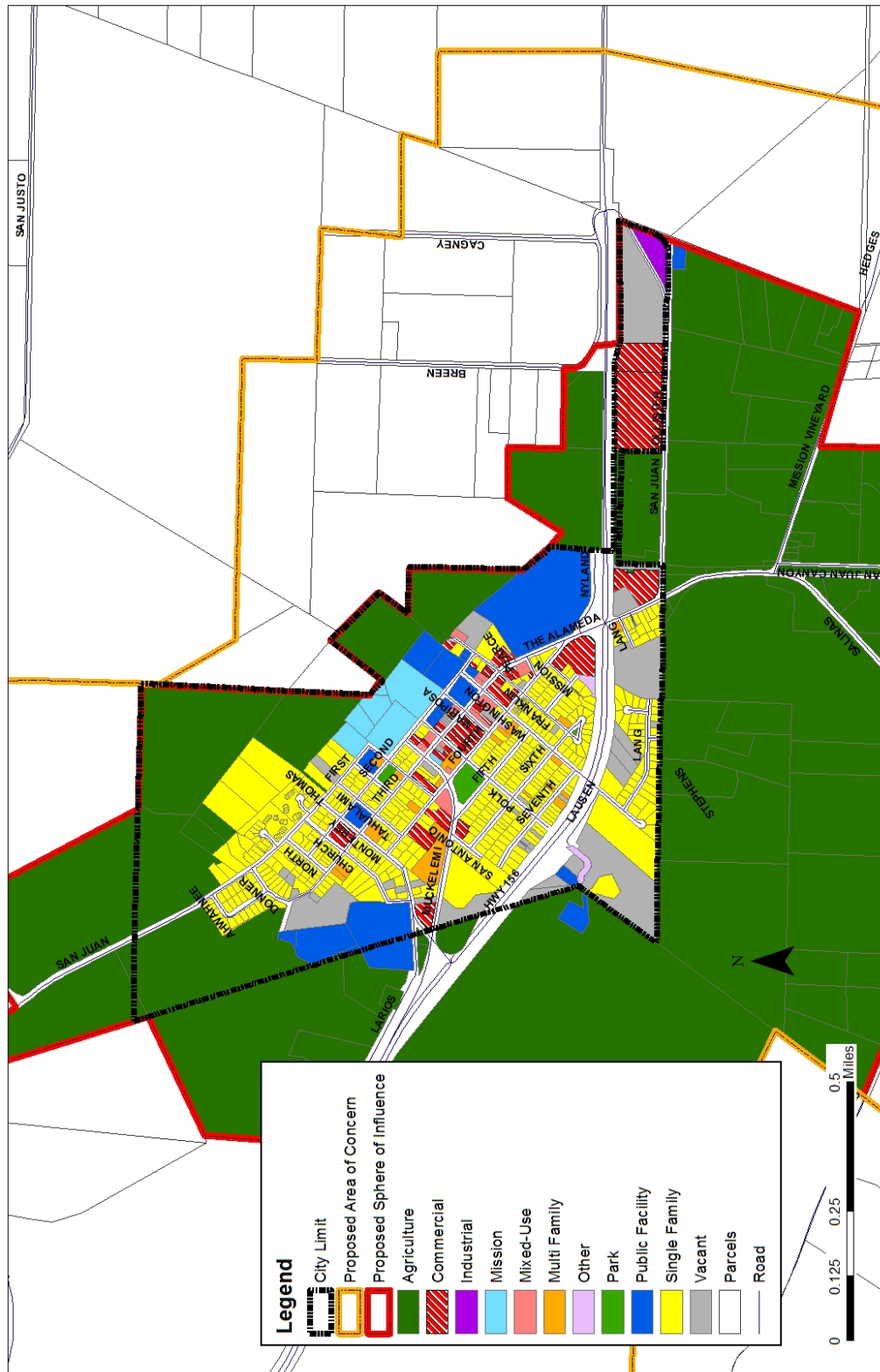
Objective OS 4.1

Avoid or mitigate loss of prime farmland soils, and conserve non-prime agricultural uses.

Policy OS 4.1.2

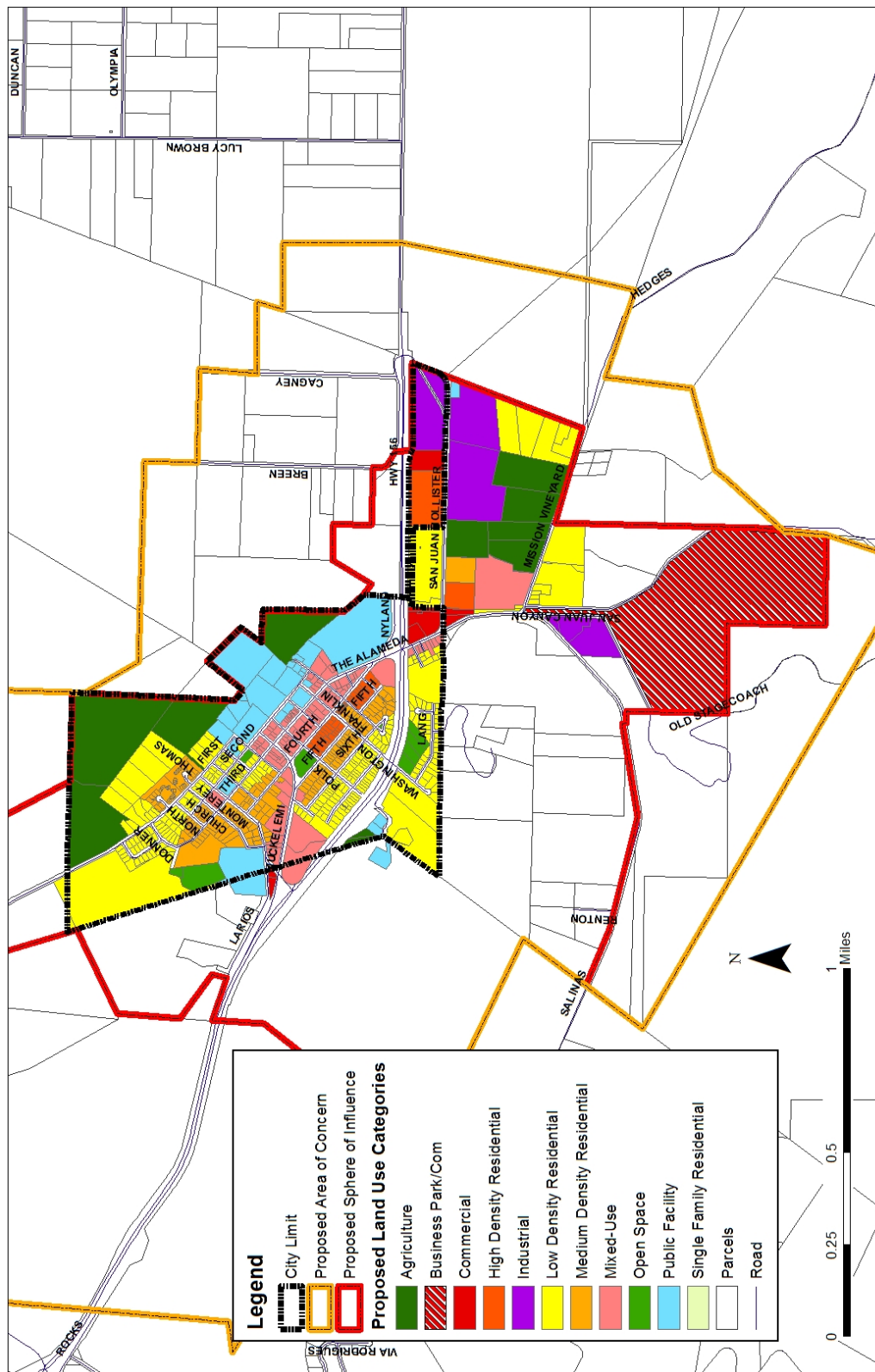
Avoid fragmentation or development of Agriculture parcels, specifically those with prime soils.

Map 4.2-3 Existing Land Use in San Juan Bautista



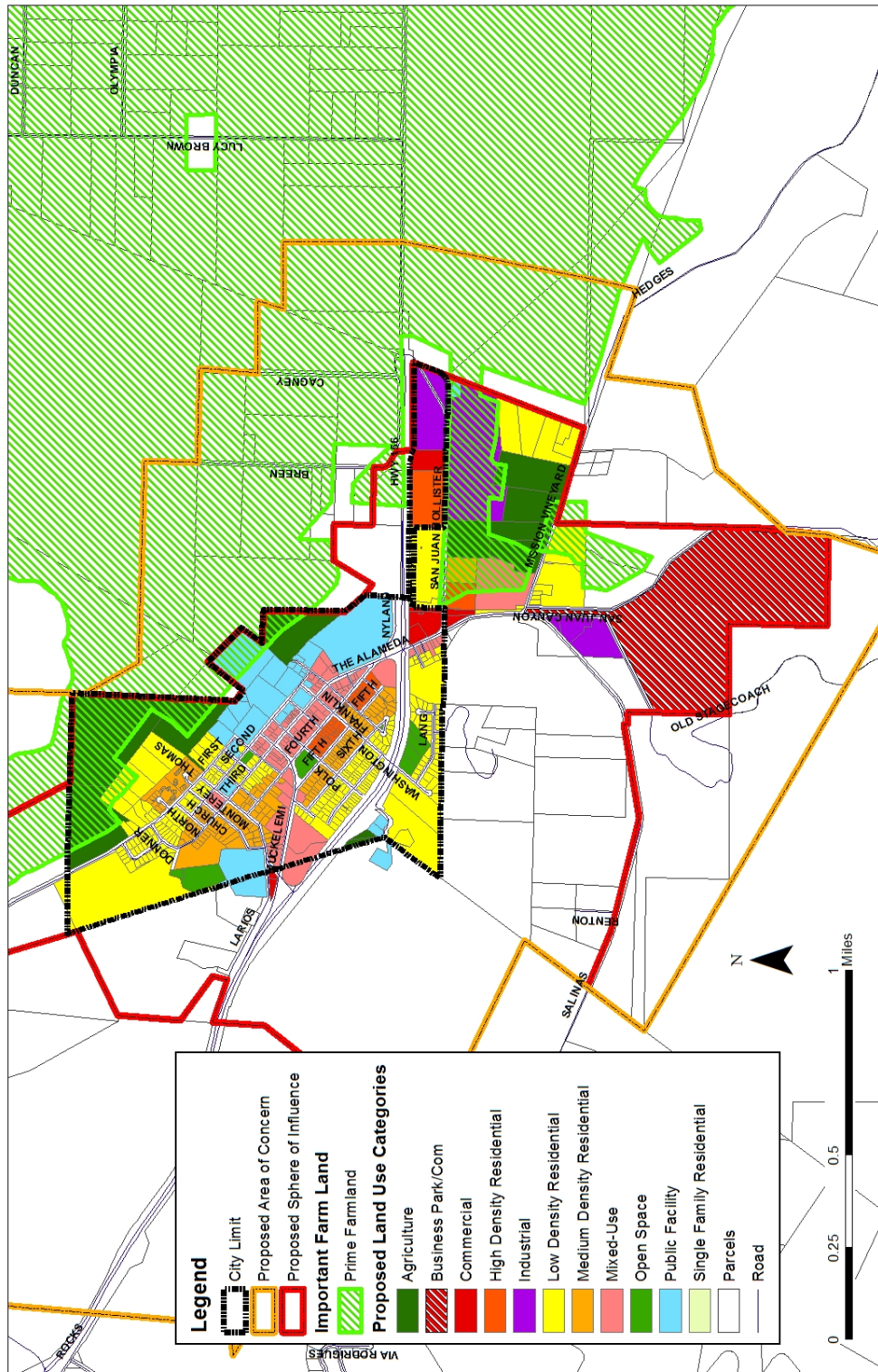
Source: Cal Poly San Luis Obispo, 2014

Map 4.2-4 Proposed Land Use Changes in San Juan Bautista



Source: *Cal Poly San Luis Obispo*, 2014; San Benito County GIS Department 2014

Map 4.2-5 Important Farmland and Proposed Land Use in San Juan Bautista



Source: *Cal Poly San Luis Obispo*, 2014; San Benito County GIS Department 2013

Program OS 4.1.2.1

Identify parcels with prime soils and reclassify as Agriculture Preserve (AP).

Program OS 4.1.2.4

Develop, adopt, and maintain an agricultural mitigation program that requires project applicants to preserve farmland of an equal or greater value being converted at a 1:1 ratio.

These and other efforts may help preserve the prime farmland in San Juan Bautista, but due to the existing proportion of prime agricultural land in San Juan Bautista as well as its close proximity to the urban core, any form of development in the proposed Plan will result in loss of prime agricultural lands. This makes this impact potentially significant but unavoidable (City of San Juan Bautista, 2014).

Applicable Regulations:

Farmland Protection Policy Act

Farm and Ranch Land Protection Program

Senate Bill 1142- The California Farmland Conservancy Program Act

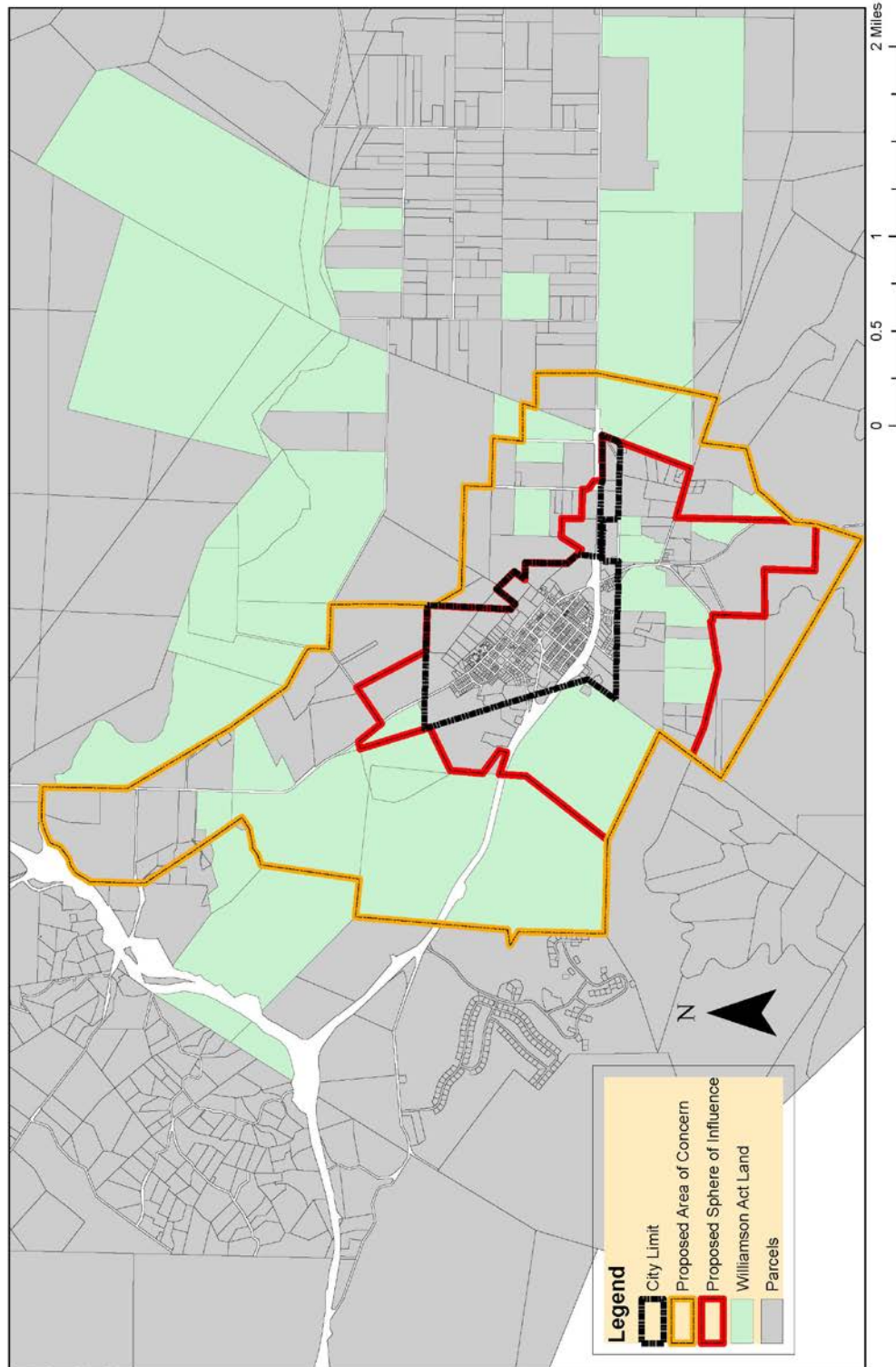
California Code of Regulations (Title 3: Food and Agriculture)

Significance Before Mitigation: Potentially significant.

AG-2 The proposed Plan will not conflict with existing Williamson Act contracts, therefore the impact is **less-than-significant**.

According to page 138 of the proposed Plan, San Juan Bautista contains 93 acres of agricultural land within its city limits. The proposed Plan calls for a 22 percent decrease in agricultural land over the next twenty years. Some of this will invariably occur on land that is currently zoned under the Williamson Act, but it is important to note that areas may be taken out of the contract with the owners' consent in the future. Map 4.2-6 shows existing Williamson Act contracts within San Juan Bautista's sphere of influence.

Map 4.2-6 Williamson Act Land



Source: San Benito County GIS Department; *Cal Poly San Luis Obispo*, 2014

Despite these land use changes, San Juan Bautista has committed to 100 percent compliance and continual participation with Williamson Act contracts. It also states the commitment to exploring other conservation efforts in addition to the Williamson Act. This means that while Williamson Act parcels may be retired and developed upon, the City will continue to utilize other options in order to continue its long-standing commitment to the preservation of farmland. These are outlined in the objectives, policies, and programs outlined in the proposed Plan. These objectives, policies, and programs include:

Program LU 1.1.1.2

Continue contracts under Williamson Act and support tax break for owners of recreational, forest or agricultural lands that maintain the specified land use.

Objective OS 4.2

Maintain and expand long-term agricultural preservation programs.

Policy OS 4.2.1

Encourage conservation easement enrollment opportunities.

Program OS 4.2.1.1

Enroll 100 percent of all eligible parcels for the Williamson Act.

Program OS 4.2.1.2

Explore feasibility of City-sponsored program to acquire conservation easements for properties ineligible for Williamson Act.

Programs OS 4.2.1.3

Provide facilitation, support, and subsidies if needed for applications to establish agricultural preserves.

Programs OS 4.2.1.4

Identify other local governments and organizations involved in conservation easements and create partnerships.

Program OS 4.2.1.5

Encourage lot mergers of neighboring parcels to increase properties that meet Williamson Act standards and eligibility or joint conservation easement purchases.

Future development may be slated to occur over existing Williamson Act contracts. However, these parcels are intermittently retired on different timelines. Furthermore, the proposed Plan makes it clear that future development will be in full compliance with the law. Proposed development will only occur on retired Williamson Act parcels and with

landowner's consent. Therefore, the proposed Plan's impact with respect to Williamson Act land is considered not significant (City of San Juan Bautista, 2014).

Applicable Regulations:

Farmland Protection Policy Act

Farm and Ranch Land Protection Program

Senate Bill 1142- The California Farmland Conservancy Program Act

California Code of Regulations (Title 3: Food and Agriculture)

The California Conservation Act of 1965

Significance Before Mitigation: Less-than-significant.

AG-3	Other changes in the existing environment, due to their location or nature, may result in conversion of Farmland to non-agricultural uses; therefore the impact is potentially significant .
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San Juan Bautista is committed to preserving its agricultural resources. However, the proposed Plan updates will warrant changes in land use that may impact the agricultural environment and resources in and around San Juan Bautista. This is compounded by estimates of overall agricultural land loss in San Benito County. Map 4.2-1 as compared to 4.2-2 shows that land use changes in and around the City will occur on and adjacent to existing agricultural lands. These changes may impact agricultural operations due to their proximity and nature.

However, the proposed Plan has still outlined a number of objectives, policies, and programs that will help guide land use development and minimize these cumulative impacts. These include:

Objective LU 1.1

Minimize the loss of prime farmland in the San Juan Valley.

Policy LU 1.1.1

Give priority to agricultural uses in agricultural areas.

Program LU 1.1.1.1

Develop an accessible and well-organized Assessor's database that identifies preservation, conservation and other opportunities in surrounding agricultural lands.

Program LU 1.1.1.3

Establish a minimum lot area of 35 acres to all lots in the agriculture designation to discourage unwanted fragmentation of farmland.

Program LU 1.1.1.4

Establish leasing as an alternative to creation of small farm parcels.

Objective LU 1.2

Preserve agricultural viewsheds.

Policy LU 1.2.1

Adopt guidelines for transferring developmental rights of agricultural lands necessary to prevent viewshed loss.

Program LU 1.2.1.1

Develop a viewshed ordinance.

Program LU 1.2.1.2

Identify and map all viewsheds along city entry roads.

Program LU 1.2.1.3

Identify and map all viewsheds from other culturally and tourist important spots such as the Mission.

Objective LU 1.3

Maintain the viability of local agricultural operations.

Policy LU 1.3.1

Reduce administrative complexity for activities related to agriculture.

Program LU 1.3.1.1

Facilitate location of farming industry facilities in nearby lands to promote the economic viability of agricultural operations.

Program LU 1.3.1.2

Establish a Farmer's Market as an outlet for local farming products.

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to:

- Preserve agricultural land and viewsheds;
- Protect groundwater supplies, air and water quality, and wildlife habitat;
- Expand tourism;
- Encourage desired industries; and

- Avoid incompatible land uses.

Objective LU 1.3

Maintain the viability of local agricultural operations.

Policy LU 1.3.1

Reduce administrative complexity for activities related to agriculture.

Program LU 1.3.1.1

Facilitate location of farming industry facilities in nearby lands to promote the economic viability of agricultural operations.

Program OS 4.1.1.1

Keep existing water resources for agricultural activities.

Program OS 4.1.2.2

Avoid leapfrogging of parcels in agricultural use that could result in parcels being widowed.

Program OS 4.1.2.3

Discourage subdivision of parcels in agricultural production. Minimum parcel size should be 20 acres and 40 acres for non-irrigated land.

Policy OS 4.3.2

Expand and encourage agricultural production.

Program OS 4.3.2.1

Create the San Juan Bautista Farmer's Market.

Program OS 4.3.2.2

Promote agro-tourism with farm events, showcases, and tours.

Program OS 4.3.2.3

Promote the purchase of locally grown and produced food by residents, businesses, and public facilities, including schools.

Program OS 4.3.2.4

Encourage agricultural support services such as trucking, warehousing, and distribution centers in suitable locations.

Program OS 4.3.2.5

Encourage visitor serving uses in Agriculture areas, including but not limiting to wine tasting rooms, hotels, bed and breakfast inns), without conflicting with production activities.

Program OS 4.3.2.6

Create and facilitate opportunities to promote and market agricultural industry products grown or produced in the City or County.

Policy OS 4.3.3

Promote the coexistence of agriculture and urban land uses.

Program OS 4.3.3.1

Create a Right-to-Farm Ordinance.

Program OS 4.3.3.2

Establish a minimum 200 ft. buffer zone between new urban residential developments and existing commercial agricultural operations.

Policy OS 4.3.4

Encourage sustainable agricultural production.

Program OS 4.3.4.1

Support existing agricultural operations and encourage the diversification including organic, value-added, small-scale, sustainable, and community-supported agricultural practices.

Program OS 4.3.4.2

Encourage and support agricultural operations increasing sustainability of resources, including soil, water, and energy conservation.

Program OS 4.3.4.3

Encourage and promote agricultural operations using lower-impact or organic practices.

Other concerns associated with proposed development in San Juan Bautista are based on its proximity to preserved farmland. Increased residential and commercial traffic immediately adjacent to farmland may impact agricultural operations, and vice versa. However, San Benito County reports a relatively low amount of neighborhood complaints with respect to agricultural operations (San Benito County General Plan Update, 2013).

Despite the seemingly substantial conversion of agricultural land in San Benito County, its urban development and farmland conversion has been ranked as one of the most efficient and minimal in the Central Coast region. The *Draft San Juan Bautista 2035 General Plan* (2014) follows this trend in its goals and objectives for urban build-out and farmland conversion.

While the proposed Plan has continuously emphasized its commitment to preservation of the agricultural aspects of San Juan Bautista, the changes in the proposed Plan will inevitably encroach upon the agricultural resources in and around the City. This is due to

the fact that the majority of important agricultural land in San Juan Bautista is in close proximity to the existing urban growth boundary, where it is most efficient and safe to expand. This makes the cumulative environmental impacts of the proposed Plan significant but unavoidable.

Applicable Regulations:

Farmland Protection Policy Act

Farm and Ranch Land Protection Program

Senate Bill 1142- The California Farmland Conservancy Program Act

California Code of Regulations (Title 3: Food and Agriculture)

Significance Before Mitigation: Potentially significant.

4.2.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

AG-1 The proposed Plan would result in **potentially significant** impacts by converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmlands to non-agricultural use.

Even with the implementation of the proposed Plan's policies and programs, the impacts of agricultural land conversion are still considered significant. Conversion of Prime agricultural land is unavoidable without developing no-growth policies or developing on hazardous steep slopes.

Mitigation Measure AG-1:

Develop zoning designations to identify both parcels with prime agricultural soils not to be converted and reclassified as Agricultural Preserve (AP) and parcels that are currently in agricultural use and should be included in a mitigation banking program due to their development potential and proximity to city services to implement programs OS 4.1.2.1 and 4.1.2.4.

Significance after mitigation: Potentially Significant

AG-3 Other changes in the existing environment, due to their location or nature, may result in conversion of Farmland to non-

agricultural uses; therefore the impact is **potentially significant**.

Even with the implementation of the proposed Plan's policies and programs, the impacts of agricultural land conversion will still be considered significant. Conversion of agricultural land is unavoidable without developing no-growth policies or developing on hazardous steep slopes.

Mitigation Measure AG-3:

None identified.

The impact is significant but unavoidable.

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4.3 AIR QUALITY

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Conflict with, or obstruct implementation of, the applicable air quality plan	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Result in cumulative considerable net increase of any criteria pollutant for which the project region is nonattainment 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 type="checkbox"/>	<input checked="" type="checkbox"/>
4. Result in impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Cumulative air quality impacts are the same as the Plan-specific impacts discussed previously in this section.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This chapter describes San Juan Bautista's existing environmental and regulatory setting with regards to air quality and examines the air quality impacts associated with adoption of the proposed Plan. The *Draft San Juan Bautista 2035 General Plan* (2014) may lead to changes in land use that could potentially cause impacts to air quality. The purpose of this analysis is to identify all of the potential air quality impacts and determine if they should be considered significant impacts on the environment.

The air pollutants of concern can be classified as criteria pollutants, toxic air contaminants, or both. Criteria pollutants are those regulated by federal and state laws: ozone, carbon monoxide (CO), suspended particulate matter (PM₁₀ and PM_{2.5}), oxides of nitrogen (NO_x), sulfur dioxide (SO₂), hydrogen sulfide (H₂S), lead (Pb), and visibility reducing particles. Toxic air contaminants are identified by California State regulation: particulate matter from diesel-fueled engines, asbestos, chlorinated organic compounds, metals, radon and iodine gas, and other contaminants.

4.3.1 ENVIRONMENTAL SETTING

Air quality is highly dependent on local topographical and meteorological conditions. Air basins facilitate the movement of air pollutants, as well as impede their movement through the basin.

Topology

San Juan Bautista is located within the North Central Coast Air Basin (NCCAB). The basin covers 5,159 square miles and includes the counties of San Benito, Monterey, and Santa Cruz. At an elevation of 217 feet, the City is low-lying and adjacent to the San Andreas Fault. San Juan Bautista is situated between Lomerias Muertas Peak in the Flint Hills to the north and Fremont Peak in the Gabilan Range to the south. The Gabilan Range includes several peaks over 3,000 feet and is home to the Pinnacles National Park (Rpnca.org, 2014).

Meteorology

Wind Patterns

According to the *2010 San Benito County General Plan* (SBCGP), the generally northwest-southeast orientation of mountainous ranges in the basin tends to restrict and channel onshore air currents. During the summer, intense heat creates a low pressure system which intensifies the onshore air flow during the afternoon and evening. During the winter, air flows in a southeasterly direction out of the Salinas and San Benito valleys. Northwest winds are still dominant in the winter, but the easterly flow is more frequent. According to the SBCGP, the absence of deep persistent inversions and the occasional storm system result in good air quality for the basin during winter and early spring. The low marine air flow during the summer months originates in Monterey Bay.

Temperature

Maximum average monthly temperatures reach 82 degrees Fahrenheit in August. January and December are the coldest months, with minimum temperatures of 60 degrees Fahrenheit. Figure 4.3.1 depicts the monthly average temperatures for San Juan Bautista.

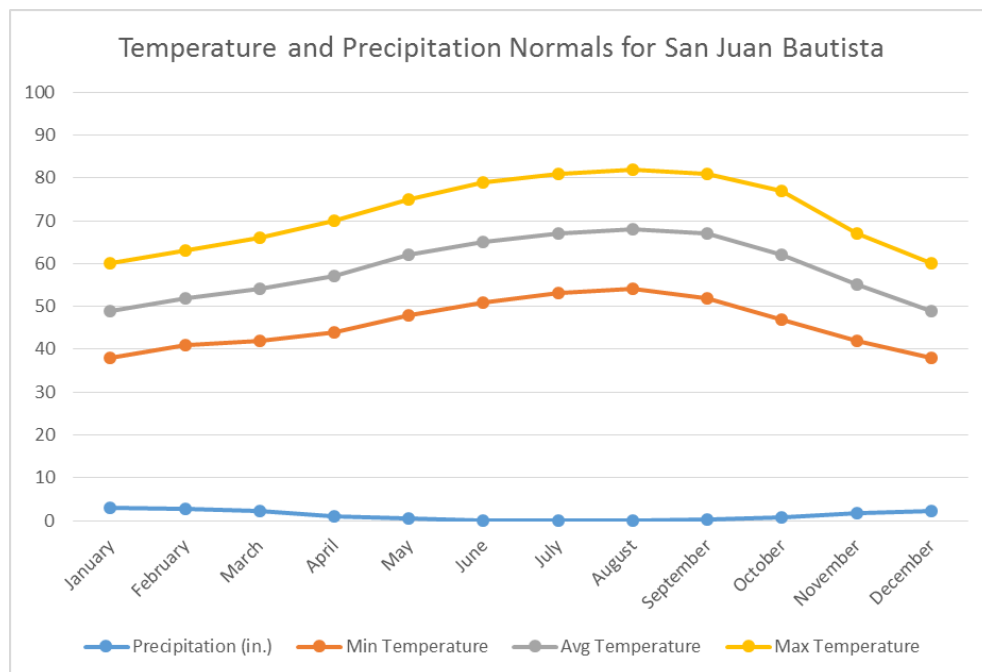
Precipitation

San Juan Bautista's rainy season lasts from approximately November to March. January is the wettest month, with an average of 2.93 inches of precipitation. Late spring and all of summer all typically very dry. July is the driest month with an average of 0 inches of precipitation. Figure 4.3.1 depicts San Juan Bautista's average monthly precipitation.

Inversions

According to the *2010 San Benito County General Plan*, the air basin does not experience deep or persistent inversions.

Figure 4.3-1 Temperature and Precipitation Averages for San Juan Bautista (1984 to 2014)



Source: USA.com, USA.com uses historical data of 18,000 + U.S weather stations for the period of time from 1980 to 2010

Table 4.3-1 Precipitation and Minimum/Average/Maximum Temperature

Month	Precipitation (in)	Min. Temperature (Fahrenheit)	Avg. Temperature (Fahrenheit)	Max. Temperature (Fahrenheit)
January	2.93	38	49	60
February	2.83	41	52	63
March	2.36	42	54	66
April	0.97	44	57	70
May	0.4	48	62	75
June	0.07	51	65	79
July	0	53	67	81
August	0.01	54	68	82
September	0.21	52	67	81
October	0.69	47	62	77
November	1.68	42	55	67
December	2.13	38	49	60

Source: Weather.com, 2015

North Central Coast Air Basin

Air quality is measured on a regional, as opposed to citywide, basis. To regulate air pollutant emissions within California, the state has been divided into 15 air basins based upon similar meteorological and geographic conditions. Each is charged with the management of air quality and governed by the California Air Resource Board (CARB). The North Central Coast Air Basin (NCCAB) is at the northern edge of the California Central Coast, and consists largely of State and national forestlands and other open space. The NCCAB consists of three counties: San Benito, Monterey, and Santa Cruz. San Juan Bautista is located near the central portion of the air basin. Map 4.3-1 shows the extent of the NCCAB.

Map 4.3-1 North Central Coast Air Basin



Source: North Central Coast Air Basin 2010

Criteria Pollutants and Health Effects

Air quality is determined by the concentration of pollutants in the ambient environment. Criteria pollutants are used to estimate the quality of the air within an air basin. Ambient air quality is a result of the concentration of criteria pollutants, which is affected by the amount of the pollutant released into the air. In order to manage ambient air quality, each air basin manages emissions of criteria pollutants, keeping the concentration of the pollutant below a threshold determined to be safe for human health.

The United States Environmental Protection Agency (USEPA) has promulgated air quality standards for six criteria pollutants, known as National Ambient Air Quality Standards, (NAAQS). In addition, the State of California has established maximum concentration standards for the same six criteria pollutants and an additional four pollutants. The emissions standards are set in order to maintain the concentration of each pollutant at a safe level. Concentrations above the established threshold are determined to have adverse effects on human health. Table 4.3-2 below presents a summary of the ten criteria pollutants regulated by the state of California and their potential health effects.

Table 4.3-2 National Ambient Air Quality Standards

Pollutant	Characteristics	Health Effects	Main Sources
Ozone	Photochemical smog - The product of a photochemical reaction between reactive organic gases (ROGs) and nitrogen oxides (NOx). Commonly referred to (incorrectly) as smog - the combination of smoke (soot and smoke from burning coal) and fog	Respiratory irritation, infection, and increase risk of heart and lung disease, Lung tissue damage and Crop and vegetation damage	Ozone is not emitted directly, but is created by chemical reactions. Ozone precursors (components of the chemical reaction) include: Fuel combustion from motor vehicles, Evaporation of solvents, paints, and fuels
Carbon Monoxide	Colorless, odorless, and tasteless gas The result of inefficient/incomplete fuel combustion Component of photochemical smog	Toxic to humans and animals in high concentration. Aggravation of cardiovascular disease. Fatigue, headache, disorientation, nausea, dizziness	Wood stoves, fireplaces, gasoline powered equipment, automobile exhaust coal burning
Nitrogen Dioxide	Red-brown gas formed during combustion of nitric oxide and oxygen. Highly reactive and a major component of photochemical smog	Acute and chronic respiratory disease. Source of acid rain	Automobiles and truck exhaust, industrial emissions

Sulfur Dioxide	Colorless gas with a distinctly strong odor	Acute and chronic respiratory disease. Source of acid rain	Diesel vehicle exhaust, oil powered power plants
Particulate Matter			
Coarse-PM ¹⁰	Particles between 2.5 and 10 microns in diameter	Aggravation of chronic respiratory illnesses such as bronchitis and asthma	Aggravation of chronic respiratory illnesses such as bronchitis and asthma
Fine-PM ^{2.5}	Ozone is not emitted directly, but is created by chemical reactions.	Lung tissue damage, increased damage resulting from PM ^{2.5} due to smaller size and inhalation into lung tissue Heart and lung disease	Lung tissue damage, increased damage resulting from PM ^{2.5} due to smaller size and inhalation into lung tissue Heart and lung disease
Sulfates	Oxidized sulfur	Aggravation of respiratory illness Cardio-pulmonary disease	Combustion of petroleum fuels from cars and diesel engines
Lead	Naturally occurring and manmade metal	Organ and tissue damage, Reproductive disorders, Brain and nerve damage, including seizures	Lead paint; contaminated soil, water, and food
Hydrogen Sulfide	Colorless gas, powerful odor commonly described as rotten eggs	Nervous system damage, Eye irritation, sore throat, cough, Fatigue, loss of appetite, headache, irritability, poor memory, dizziness, Reproductive failure, including miscarriage	Bacteria breakdown in swamps and sewers, volcanic gas, natural gas, well water
Visibility Reducing Particles	Suspended particulate matter. These particles vary greatly in shape, size and chemical composition, and can be made	Visible impairment, haze	Windblown soot from wildfire, motor vehicles,

	up of many different materials such as metals, soot, soil, dust, and salt		utility and industrial plants
<i>Source: United States Environmental Protection Agency, Six Common Air Pollutants; United States Department of Labor, Occupational Safety and Health Administration; California Air Resources Board, Visibility Reducing Particles and History of Sulfates Air Quality Standard, 2014</i>			

Emerging Air Quality Issues

Toxic Air Contaminants

In 1983, California passed the *Toxic Air Contamination and Control Act* (AB 1807) which established a program to reduce exposure to toxic air contaminants. This program is supplemented by the 1987 Air Toxics 'Hot Spots' Information and Assessment Act (AB 2588), which requires mandatory inventory and notification of toxic air contaminant release and exposure. The CARB maintains a list of toxic air contaminants (TAC) including substances such as, but not limited to:

- Benzene
- Asbestos
- Cadmium
- Carbon Tetrachloride
- Chloroform
- Inorganic lead and Arsenic
- Particulate Emissions from Diesel-Fueled Engines
- Environmental Tobacco Smoke

Diesel particulate matter, identified as a toxic air contaminant (TAC) in 1998, is a concern for the City of San Juan Bautista. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections. The proximity to main traffic routes could put the residents of the City of San Juan Bautista at risk of diesel-engine particulate matter exposure, as the City is bisected by State Route 156 and surrounded by agricultural land uses. All mobile sources that utilize diesel fuel, such as trucks, farm equipment, buses, automobiles, and trains, are contributors to diesel particulate matter in the City of San Juan Bautista and San Benito County as a region.

The CARB has not identified thresholds for TACs, as there is no exposure level below which these toxics can be assumed safe for human health. Thus, there are no air quality standards for TACs. Instead, TAC impacts are evaluated by calculating the health risks associated with a given exposure. Two types of risks are usually assessed: non-cancer chronic hazard risk and non-cancer acute hazard risk. Non-cancer chronic hazard risk is the potential non-cancer health impacts resulting from exposure to toxic substances usually lasting from one year to a lifetime. The total hazard index includes the sum of

hazard indices for pollutants with non-cancer health effects that have the same or similar adverse health effects (endpoints). A non-chronic hazard index is calculated by dividing the annual average concentration of a toxic pollutant by the chronic reference exposure level for that pollutant (CARB, 2014). A non-cancer acute hazard risk is the potential non-cancer health impacts resulting from a one-hour exposure to toxic substances. The total hazard index includes the sum of hazard indices for pollutants with non-cancer health effects that have the same or similar adverse health effects (endpoints). An acute hazard index is calculated by dividing the one-hour concentration of a toxic pollutant by the acute reference exposure level for that pollutant (CARB, 2014).

Residential and Agricultural

The North Central Coast Air Basin is one of the few air basins in the State that still allows permissive-burn days. A permissive-burn day means any day on which agricultural burning, including prescribed burning, is not prohibited by the state board and burning is authorized by the district consistent with their guidelines (California Code of Regulations Title 17, 2014). The guidelines set thresholds that must be met in order for the permissive-burn days to be activated. The main criteria are elevation and time of day. The North Central Coast Air Basin partners with the San Juan Bautista Fire Department to manage residential burns and control air quality. However, residential waste burning can have negative impacts on individual, regional, and environmental health. Smoke poses serious health risks, depending on the duration and type of exposure. The CARB (2010) lists potential health effects of smoke exposure, including burning and itchy eyes, asthma attacks, lung damage, cancer, and premature death. Additionally, since smoke easily travels through the air, burning can affect surrounding communities and ash may be deposited on soil, plants, and in water.

The majority of organic carbon in the air basin is suspected to be directly emitted carbon from combustion sources (CARB, 2014). Key sources include residential wood combustion sources, vehicles, agriculture and prescribed burning, and other point-source emitters (CARB, 2014).

4.3.1.1 REGULATORY FRAMEWORK

Federal and State Regulations

The Federal Clean Air Act

The Federal Clean Air Act (CAA), passed in 1970, and last amended in 1990, established the regulatory basis for national air pollution control efforts. This act empowers the United States Environmental Protection Agency (US EPA) to establish national ambient air quality standards (NAAQS) for six air pollutants, known as “criteria pollutants”. NAAQSs are design to protect “sensitive receptors”, such as children, the elderly, and those with compromised immune systems, from air pollution. NAAQS limit the “concentration” of a pollutant, which is the amount of pollutant per unit volume of air. Healthy adults should be

able to tolerate occasional exposure to air pollution concentrations higher than the NAAQSs without experiencing adverse effects.

Environmental Protection Agency

The Clean Air Ozone Rules of the CAA, effective June 2005, replaced the NAAQS 1-hour ozone standard with an 8-hour ozone standard and outlined a process for reducing ground level ozone pollution. The rule also issued new designations on attainment and nonattainment. Major programs that were once in effect under the 1-hour standard but no longer apply include: 1-hour transportation conformity; 1-hour de minimus thresholds for general conformity; Section 185 fees formerly triggered by failure to attain the Federal 1-hour ozone standard; and a requirement to retain Nonattainment New Source Review Program in the State Implementation Plan.

California State Legislature

The California Clean Air Act (CCAA), passed in 1988, empowers the CARB to set ambient air quality standards (AAQSs) for an additional four air pollutants, known as “hazardous air contaminants”. The CCAA clearly lays out “California's air quality goals, planning mechanisms, regulatory strategies, and standards of progress” (CalEPA, 2014).

California State Assembly Bill 2588, the ‘Hot Spots Act’

Assembly Bill 2588 (AB 2588) was enacted in 1987 with the objective of collecting information concerning industrial emissions of toxic air contaminants and making the information available to the public. This act “requires facilities to report their air toxics emissions, ascertain health risks, and to notify nearby residents of significant risks. The emissions inventory and risk assessment information from this program has been incorporated into this report. In September 1992, the Hot Spots Act was amended by Senate Bill 1731 which required “facilities that pose a significant health risk to the community to reduce their risk through a risk management plan” (CARB, 2011).

Ambient Air Quality Standards

National AAQS are set for the following pollutants: Carbon Monoxide (CO), Lead (Pb), Nitrogen Dioxide (NO₂), Ozone (O₃), Particulate matter smaller than 2.5 micrograms (PM^{2.5}), Particulate matter smaller than 10 micrograms (PM¹⁰) and Sulfur Dioxide (SO₂). The California Air Resources Board sets its own AAQSs for these pollutants as well as for visibility reducing particles, Sulfates, Hydrogen Sulfide, and Vinyl Chloride. Except for lead and 8 hour CO averages, the California AAQSs are typically stricter than the federal standards. The national and state ambient air quality standards are listed in Table 4.3-2, and 4.3-3, respectively.

Table 4.3-3 California State Air Quality Standards

Pollutant		Primary/ Secondary	Averaging Time	Standard Level	Form
Carbon Monoxide		Primary	8-Hour	9 ppm	Not to be exceeded more than once a year
			1-Hour	35 ppm	
Lead		Primary and secondary	Rolling month average ³	0.15 micrograms per cubic meter	Not to be exceeded
Nitrogen Dioxide		Primary	1-Hour	100 ppb	98th percentile, averaged over 3 years
		Primary and secondary	Annual	53 ppb	Annual mean
Ozone		Primary and secondary	8-Hour	0.075 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate Matter	PM ^{2.5}	Primary	Annual	12 micrograms per cubic meter	Annual mean, averaged over 3 years
		Secondary	Annual	15 micrograms per cubic meter	Annual mean, averaged over 3 years
		Primary and secondary	24-Hour	35 micrograms per cubic meter	98th percentile, averaged over 3 years
	PM ¹⁰	Primary and secondary	24-Hour	150 micrograms per cubic meter	Not to be exceeded more than once per year on average over 3 years
Sulfur Dioxide		Primary	1-Hour	75 ppb	99th percentile of 1-Hour daily maximum concentrations, averaged over 3 years
		Secondary	3-Hour	0.5 ppm	Not to be exceeded more than once per year

Legend: Primary standards- public health protections. Secondary standards- public welfare protection. Ppm-parts per million. ppb-parts per billion

Source: US EPA 2013

Pollutant		Averaging Time	Standard Level
Ozone		1-Hour	.09 ppm
		1-Hour	.07 ppm
Carbon Monoxide		1-Hour	20 ppm
		8-Hour	9 ppm
Nitrogen Dioxide		1-Hour	.18 ppm
		Annual	.030 ppm
Sulfur Dioxide		1-Hour	.25 ppm
		24-Hour	.04 ppm
Particulate Matter	PM ^{2.5}	Annual	12 micrograms per cubic meter
	PM ¹⁰	Annual	20 micrograms per cubic meter
		24-Hour	50 micrograms per cubic meter
Sulfates		24-Hour	25 micrograms per cubic meter
Lead		30-Day Average	1.5 micrograms per cubic meter
Hydrogen Sulfide		1-Hour	.03 ppm
Visibility Reducing Particles		8-Hour	See note
Vinyl Chloride		24-Hour	.01 ppm

Legend: ppm-parts per million. **Note:** The ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe standards to "instrumental equivalents". The statewide standard, "extinction of 0.23 per kilometer" is equivalent to the standard set in 1969. The Lake Tahoe Air Basin standard, "extinction of 0.07 per kilometer" is equivalent to the standard set in 1976.

Source: California Air Resources Board 2013

Air Pollutants of Concern

The entire North Central Coast Air Basin currently violates both the State 24-hour and the annual average P10 standards (Air Resource Board, 2014). The air basin is in attainment for the State PM 2.5 average standard. The composition of high PM10 varies widely between coastal and inland cities. The composition of high PM10 at Moss Landing consists primarily of sea salt (49 percent). The composition of high PM10 at King City consists primarily of 'other' (60 percent). The 'other' is primarily dust from roads and other dust producing activities (CARB, 2014). Table 4.3-5 lists the major sources of air pollutants within the North Central Coast Air Basin.

Toxic Air Contaminants

The California Air Toxics Program "establishes the process for the identification and control of toxic air contaminants and includes provisions to make the public aware of significant toxic exposures and for reducing risk" (CARB, 2014). Total organic gases are organic compounds including carbon monoxide, carbon dioxide, carbonic acid, metallic carbides, and ammonium carbonate. Reactive Organic Gases (ROG) are compounds which readily vaporize and pose health risks, including reaction with nitrogen oxides (NOX) to produce smog. A more detailed discussion of individual toxic air contaminants and their effects on human health can be found in Table 4.3-1.

Monterey Bay Unified Air Pollution Control District

The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is a regional agency responsible for monitoring and meeting AAQs for criteria pollutants and maintaining healthful ambient air quality for the residents of, and visitors to, the North Central Coast Air Basin. Each pollutant is periodically measured and declared to be within the concentration limit (in attainment) or outside the limit (non-attainment). The MBUAPCD "regulates stationary sources of air pollution within the North Central Coast Air Basin. These sources include commercial businesses with air emissions, such as mining operations and gasoline stations. The District also regulates open burning and is delegated a variety of other programs such as state Air Toxic Control Measures (ATCMs) and federal New Source Performance Standards (NSPSs)" (MBUAPCD, 2014).

Smoke Management Plan

The MBUAPCD created a smoke management plan in 2002, in order to comply with California Code of Regulations, Title 17. This plan includes enforceable mechanisms to achieve smoke minimization, including permit requirements for agricultural burning and procedures for managing naturally ignited wildfires.

Countywide Transportation Plan

The California Global Warming Solutions Act of 2006 (Assembly Bill 32) and the Sustainable Communities and Climate Protection Act (Senate Bill 375) establish the need for coordinated land use and transportation planning in order to reduce emissions of greenhouse gasses. To this end, the Council of San Benito County Governments has

adopted general goals and policies through its 2010 Regional Transportation Plan. Their plan contains several goals and policies designed to achieve reductions in air pollution and greenhouse gas emissions through the promotion of compact urban development, walking and bicycling, and the reduction of vehicle miles traveled (VMT). The relevant goals and policies are:

- Goal 4: To protect and enhance the environment, promote energy conservation, and improve quality of life. San Benito County jurisdictions:
 - Policy 4.1 Shall develop a street and highway system that promotes compact urban development and preserves prime agricultural land.
 - Policy 4.2 Shall design transportation improvements to conserve protected habitats and species.
 - Policy 4.3 Shall operate transportation facilities in a way that provides a high level of air quality and energy efficiency.
 - Policy 4.4 Shall design urban streets and public transit systems to protect residential and business districts from degradation due to large traffic volumes and or speeding vehicles.

- Goal 15: To encourage pedestrian and bicycle travel within urbanized areas. San Benito County jurisdictions:
 - Policy 15.1 Shall require bicycle-parking facilities at major rail and bus transit stations and in downtown business districts.
 - Policy 15.2 Shall ensure that urban streets are safe for bicyclists through regular cleaning and maintenance.
 - Policy 15.3 Shall ensure that existing sidewalks are safe, free of obstruction, and accessible to all persons.
 - Policy 15.4 Shall plan, design, and construct bicycle facilities in conformance with state standards, as outlined in “Planning and Design Criteria for Bikeways in California” (Caltrans).
 - Policy 15.5 Shall construct pedestrian walkways in high-density areas that currently lack adequate pedestrian facilities.

- Goal 16: To facilitate pedestrian and bicycle travel within new development and between new development and existing urban areas. San Benito County jurisdictions:
 - Policy 16.1 Shall require sidewalk facilities in all new development in or adjacent to urban areas.
 - Policy 16.2 Shall require all new multi-family residential and large commercial development to provide easily identified pedestrian facilities connecting all parts of the development and providing access through parking areas and across driveways.

- Policy 16.3 Shall design and construct all new bridge structures with sufficient width to accommodate pedestrians and bicyclists.
- Goal 17: To create a new pedestrian and bicyclist facility connecting urban areas with major recreational areas. San Benito County jurisdictions:
 - Policy 17.1 Shall plan and construct a combined pedestrian and bicycle path along the San Benito River.
- Goal 18: To promote pedestrian and bicycle safety. San Benito County jurisdictions:
 - Policy 18.1 Shall work with school districts to identify and make improvements as necessary to provide safe routes to school.

4.3.1.2 EXISTING CONDITIONS

The section summarizes existing air quality conditions in San Juan Bautista and the North Central Coast Air Basin in which San Juan Bautista is located. The region is currently at nonattainment for State Ozone and particulate matter PM¹⁰ requirements as shown in Table 4.3-4.

In 2012, the California Air Resource Board released a summary of the estimated annual average emissions rates in the North Central Coast Air Basin, including stationary, area wide, and mobile source emissions. Table 4.3-5 shows a summary of North Central Coast Air Basin emissions by source category. According to the report, the main stationary source of total organic gas (TOG) was waste disposal. The main mobile source was on-road mobile vehicles, and the main area-wide source was solvent evaporation from consumer products. Carbon Monoxide (CO) is mostly coming from mobile emissions sources.

Table 4.3-4 San Juan Bautista Federal and State Air Quality Attainment Status, 2012

Pollutant	State Designation	Federal Designation
Ozone (O ₃)	Non-attainment	Attainment
Respirable Particulates (PM ₁₀)	Non-attainment	Attainment
Fine Particulates (PM _{2.5})	Attainment	Attainment
Carbon Monoxide (CO)	Monterey Co - Attainment San Benito Co - Unclassified Santa Cruz Co - Unclassified	Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Attainment
Sulfur Dioxide (SO ₂)	Attainment	Attainment
Lead	Attainment	Attainment

Source: CARB, 2011

Sensitive Receptors

Sensitive receptors are those who may be more adversely affected by air pollution than the general population. According to CARB, (2009) “recent studies, including some co-sponsored by the ARB, have demonstrated a link between exposure to poor air quality and respiratory illnesses, both cancer and non-cancer related”. Sensitive receptors include children, the elderly, and those with compromised immune systems. Sensitive land use types include homes, medical facilities, daycare centers, schools and playgrounds. The CARB Air Quality and Land Use Handbook (2005) recommends avoidance of siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles / day or rural roads with 50,000 vehicles / day.
- Within 1,000 feet of a major service and maintenance rail yard.
- Immediately downwind of ports (in the most heavily impacted zones) and petroleum refineries.
- Within 300 feet of any dry cleaning operation (for operations with two or more machines, provide 500 feet).

Within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater).

Table 4.3-5 North Central Coast Air Basin 2013 Estimated Annual Average Emissions

Stationary Sources	TOG	ROG	CO	NOX	SOX	PM	PM₁₀	PM2.5
Fuel Combustion	3.1	1.1	12.9	15.2	0.8	1	0.9	0.9
Waste Disposal	248.8	1.6	0.2	0	-	0	0	0
Cleaning and Surface Coatings	4.7	3.7	-	-	-	0	0	0
Petroleum Production and Marketing	2.6	2.2	0	0	-	0	0	0
Industrial Processes	0.7	0.7	0.1	2.9	0	7	3.4	0.6
*Total Stationary Sources	259.9	9.3	13.1	18.1	0.8	8	4.4	1.6
Area wide Sources	TOG	ROG	CO	NOX	SOX	PM	PM₁₀	PM2.5
Solvent Evaporation	18.1	17	-	-	-	-	-	-
Miscellaneous Processes	28.6	5.1	22.9	1.8	0.1	72.3	36.6	8.1
*Total Area wide Sources	46.7	22	22.9	1.8	0.1	72.3	36.6	8.1
Mobile Sources	TOG	ROG	CO	NOX	SOX	PM	PM₁₀	PM2.5
On-Road Motor Vehicles	11.9	10.8	113.1	26.4	0.1	1.7	1.7	0.9
Other Mobile Sources	6.7	6	45.7	8.3	0.1	0.6	0.6	0.6
*Total Mobile Sources	18.6	16.8	158.8	34.7	0.2	2.3	2.3	1.5
Grand Total for the North Central Coast Air Basin	325.2	48.1	194.8	54.6	1.1	82.6	43.3	11.2
<i>Source: CARB, 2011</i>								

4.3.2 STANDARDS OF SIGNIFICANCE

4.3.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan;
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
3. 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);
4. Expose sensitive receptors to substantial pollutant concentrations; or
5. Create objectionable odors affecting a substantial number of people.

4.3.2.2 METHODOLOGY

Air quality impacts should be analyzed using the current guidelines or procedures specified by the local air district or the Air Resources Board. The North Central Coast Air Basin (NCCAB) has an air quality management plan (AQMP), and the Monterey Bay Unified Air Pollution Control District (MBUAPCD) publishes CEQA Air Quality Guidelines for determining significant impacts. The NCCAB has been re-designated by the California Clean Air Act (CCAA) as a moderate non-attainment area for 1-hour zone. The primary constituent of smog, ozone, is formed in the atmosphere through several complex chemical reactions involving volatile organic carbon (VOC) and nitrous oxide (NO_x) in the presence of sunlight. The CCAA mandates the implementation of programs that will achieve the California Air Quality Standards (CAAQS) and the CCAA mandates the implementation of new air quality performance standards (Project Design Consultants, 2014)

The NCCAB is designated a non-attainment area for PM₁₀. The NCCAB indicated that environmental analysis should be conducted, where applicable, using guidelines from the NCCAB 2004 AQMP for the Monterey Bay Region. The NCCAB “adopted thresholds of significance to assist in the review of projects under the California Environmental Quality Act” in 2004. The MBUAPCD CEQA Air Quality Guidelines include methodology and thresholds for criteria air pollutant impacts and community health risk for plan-level and project-level analyses. BAAQMD guidelines provide specific mile distances for different emission sources. The guidelines will not apply to every impact threshold due to differences between the two air basins.

4.3.3 IMPACT DISCUSSION

This section discusses the proposed Plan-specific and cumulative impacts related to air quality.

AIR-1 The proposed plan **would not** conflict with, or obstruct implementation of, the applicable air quality plan.

The NCCAB has published an air quality management plan. The proposed Plan could conflict with, or obstruct the implementation of, a local air quality management plan. MBUAPCD has published a smoke management plan which contains enforceable mechanisms to achieve smoke minimization, including permit requirements for agricultural burning and procedures for managing naturally ignited wildfires. The MBUAPCD also utilizes state Title 17 of the California Code of Regulations to set permissive-burn day times. The proposed Plan would not conflict with the smoke management plan, as all agricultural burning would still require a burn permit, as described in the Smoke Management Plan. The proposed Plan contains the following programs and policies that relate to air quality and smoke management:

Policy CO 2.2.1:

Reduce air pollution from local sources

Policy CO 4.2.1

The City will continue to comply with standards for state and federal air quality, and come into attainment with state ozone, PM10 and CO requirements.

Policy CO 4.3.1

Target local and regional strategies to reduce Greenhouse Gas Emissions.

Program CO 4.3.1.1

Expand the energy action strategy to include Greenhouse Gas Emission Reductions.

As a result of current non-attainment designation, MBUAPCD smoke management plan, this impact is determined to be significant.

Applicable Regulations:

Air Toxics 'Hot Spots' Act (AB 2588)

Federal Clean Air Act

California Clean Air Act

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-Significant.

AIR-2 The proposed plan **would potentially** violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Given the programmatic nature of the proposed Plan, specific operational information about individual projects that would operate under the Plan is not known. Subsequent environmental review of development projects would be required to assess potential impacts under project-level thresholds. In addition, San Juan Bautista is located within a non-attainment air basin in California, the North Central Coast Air Basin. According to the California Air Resources Board (2013), the North Central Coast Air Basin currently violates both the State 24-hour and the annual average PM10 standards. Therefore, the proposed Plan would violate several air quality standards or contribute to an existing or projected air quality violation. The proposed Plan includes programs and policies that will help to mitigate future air pollutant emissions, including the following:

Program CO 2.2.1.1

Develop best management practices for reducing dust generation from agriculture operations.

Program CO 2.2.1.2

Set standards for idling buses near the mission.

Policy CO 2.2.2

Mitigate negative impacts from agricultural lands on surrounding uses.

Program CO 2.2.2.1

Use best management practices to reduce dust generation from local agriculture sources.

Program CO 2.2.2.2

Promote compatible land uses near agricultural zoned properties.

Program HE 6.1.1.1

Coordinate with the Monterey Bay Unified Air Pollution Control District and the California Air Resource Board.

Program HE 6.1.3.2

Encourage the incorporation of pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measure in planning design.

Program HE 6.2.3.4

Develop an engine replacement and retrofit program starting with a city vehicle transition program to replace with climate-friendly vehicles.

Program HE 6.2.3.5

Develop and enforce guidelines for mitigating significant impacts on indoor air quality.

As a result of current non-attainment designation and the continued violation of attainment levels for PM10 and CO, the significance before mitigation is significant.

Applicable Regulations:

Air Toxics "Hot Spots" Act (AB 2588)

Federal Clean Air Act

California Clean Air Act

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant.

AIR-3 The proposed plan **would not** result in cumulative considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

The Monterey Bay Unified Air Quality Management District is currently in non-attainment of two relevant State air quality standards for ozone and respirable particulates according to the California Air Resources Board (2014). Therefore, the proposed Plan could result in a considerable cumulative net increase of any criteria air pollutant for which the project region is non-attainment under as an applicable federal or State ambient air quality standard. However, the proposed Plan contains the following policies that will help reduce the likelihood of a violation of any relevant air quality standard:

Program CO 2.2.1.1

Develop best management practices for reducing dust generation from agriculture operations.

Program CO 2.2.1.2

Set standards for idling buses near the mission.

Policy CO 2.2.2

Mitigate negative impacts from agricultural lands on surrounding uses.

Program CO 2.2.2.1

Use best management practices to reduce dust generation from local agriculture sources.

Program CO 4.2.1.1

Utilize the California Air Resource Board handbook in the development review process to ensure new development meets state air quality standards.

Program CO 4.3.1.1

Expand the energy action strategy to include Greenhouse Gas Emission Reductions

Program OS 1.1.3.1

Acquire funding for non-motorized trail projects.

Program HE 6.1.1.2

Where decisions on land use may result in emissions of pollution that pose significant health risks, consider options, including possible relocation, recycling, redevelopment, rezoning, process changes, incentive programs, and other types of land use regulations

The updated Plan would not have a significant impact on thresholds currently at attainment.

Applicable Regulations:

Federal Clean Air Act

California Clean Air Act

Draft San Juan Bautista 2035 General Plan

Significance before mitigation: Potentially significant.

AIR-4- The proposed plan would result in **less-than-significant** impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.

The proposed Plan may result in the placement of sensitive receptors near existing sources of pollutant concentrations, or the placing of new emission sources near existing sensitive receptors. The CARB's Air Quality and Land Use Handbook: A Community Health Perspective (2005) addresses the siting of sensitive land uses in the vicinity of

freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was used to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

Sensitive receptors include children, the elderly, and those with compromised immune systems. Sensitive land use types include homes, medical facilities, daycare centers, schools and playgrounds. Table 4.3-6 provides a partial list of sensitive receptors located within San Juan Bautista.

Table 4.3-6 Sensitive Receptors in San Juan Bautista

Facility Type	Facility Name
School	San Juan School (K-8)
School	Anzar High School
School	Tom Connolly "Mi Escuelita" Preschool
School/Daycare	San Juan State Pre-School
School	Growth & Opportunity SA Program

Source: Cal Poly San Luis Obispo, 2014

TAC sources within the City of San Juan Bautista include stationary sources permitted by MBUAPCD and roadways with more than 10,000 annual average daily traffic (AADT).

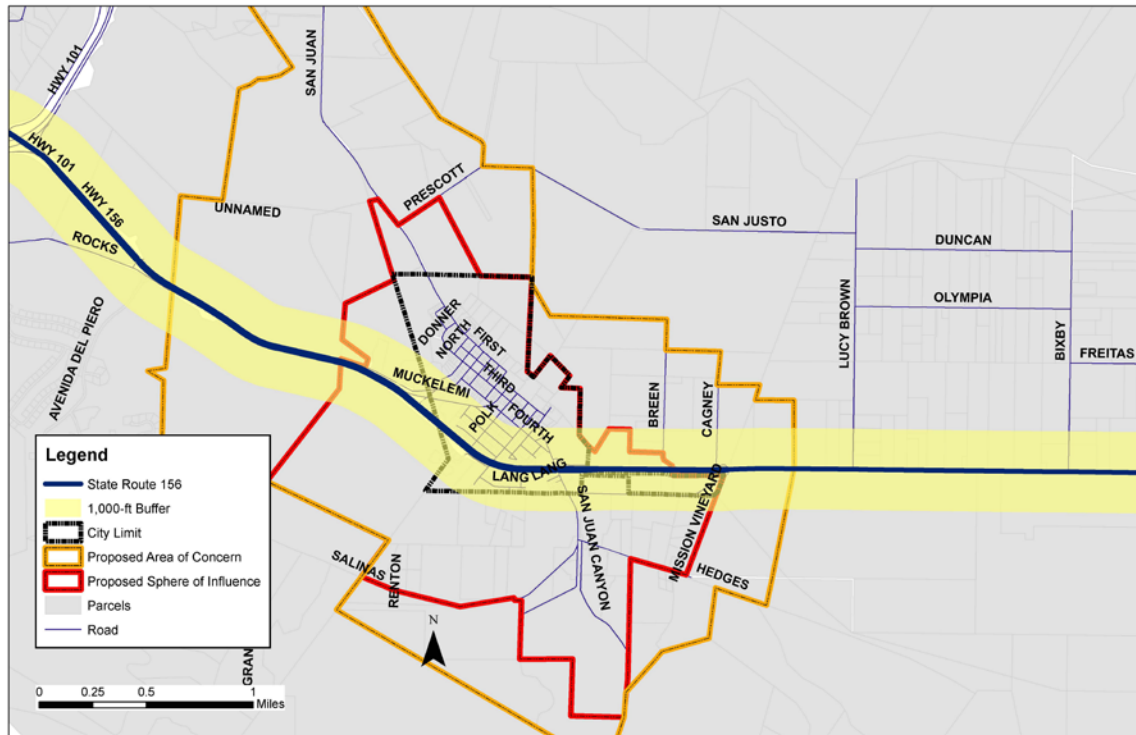
Stationary sources

Stationary sources of air pollution within San Juan Bautista were identified using the 2008 Air Quality Management plan published by the MBUAPCD as well as personal correspondence with the MBUAPCD staff. Map 4.3-2 identifies potential stationary sources in or near the City of San Juan Bautista.

High-volume roadways

High-volume roadways with over 10,000 vehicles per day were also mapped in map 4.3-2, including a 1000-foot buffer, as recommended by CARB. State Route 156 is the only high-volume roadway within 1,000 feet of the City. A refined analysis or site-specific health assessment should be conducted for all new sensitive receptors that are located within the recommended 500 foot buffer zone of State Route 156 to determine actual impacts.

Map 4.3-2 High-volume roadways with 1000 foot buffer



Source: Cal Poly San Luis Obispo, 2014

The *CARB Air Quality and Land Use Handbook* (2005) recommends avoiding the siting of new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles / day or rural roads with 50,000 vehicles / day.
- Within 1,000 feet of a major service and maintenance rail yard
- Immediately downwind of ports (in the most heavily impacted zones) and petroleum refineries. Within 300 feet of any dry cleaning operation (for operations with two or more machines, provide 500 feet).
- Within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater).

The proposed Plan contains the following programs and policies that will help to reduce the exposure of sensitive receptors to air pollutants:

Policy CO 3.3.1

Monitor air quality levels and provide the public with up-to-date air quality information.

Program CO 3.3.1.1

Establish early warning system to alert public to remain indoors on poor air quality days.

Policy CO 3.1.1

The City will continue to comply with standards for state and federal air quality standards.

Program CO 3.1.1.2

Utilize the California Air Resource Board handbook in the development review process to ensure new development meets state air quality standards and whenever possible is located at a safe distance from sensitive receptors.

Program CO 3.2.1.2

Identify sensitive receptors to particulate matter and prioritize road improvements in identified areas.

Applicable Regulations:

Air Toxics 'Hot Spots' Act (AB 2588)

Federal Clean Air Act

California Clean Air Act

Draft San Juan Bautista 2035 General Plan

Significance before mitigation: Potentially significant.

AIR-5 The proposed plan **would potentially** create objectionable odors affecting a substantial number of people.

The proposed Plan may result in land uses that have the potential to generate substantial odor complaints, including wastewater treatment plants. BAAQMD plan level guidelines were used to assess the significance of this impact. For a plan-level analysis, BAAQMD requires:

1. Potential existing and planned location of odor sources to be identified.
2. Policies to reduce odors.

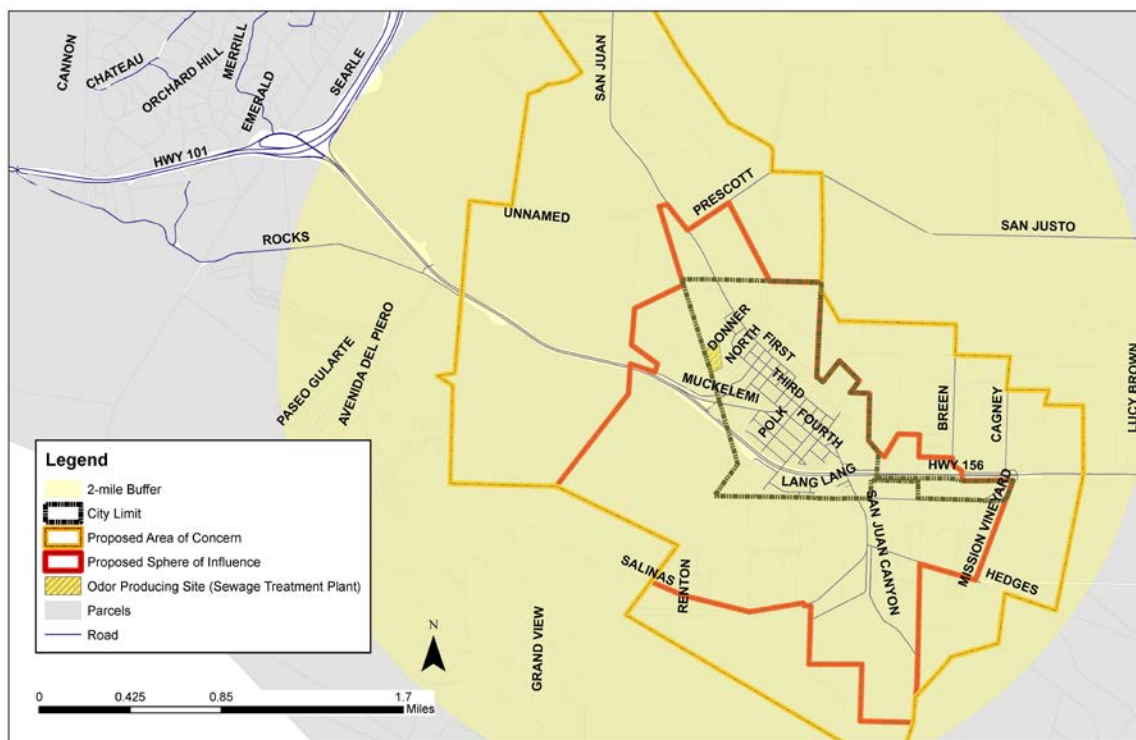
Major existing sources of nuisance odors are located within the City. There are two types of odor impacts: 1) siting sensitive receptors near nuisance odors, and 2) siting new sources of nuisance odors near sensitive receptors. The BAAQMD has established odor screening distances for the location of sensitive receptors near potential odor sources. The screening distances are listed in Table 4.3-7. In the Bay Area Air Basin, odors from these types of land uses are regulated under BAAQMD Regulation 7, Odorous Substances. In San Juan Bautista there are no existing regulations specifically governing odor sources. However, major odor sources may be required by the MBUAPCD to mitigate

odors as part of air quality permitting. Potential existing odor sources, as well as the CARB recommended buffer zones, are shown in map 4.3-3.

Table 4.3-7 BAAQMD Odor Screening Distances

Land Use/Type of Operation	Screening Distance
Wastewater Treatment Plant	2 Miles
Wastewater Pumping Facilities	1 Mile
Sanitary Landfill	2 Miles
Transfer Station	1 Mile
Composting Facility	1 Mile
Petroleum Refinery	1 Mile
Asphalt Batch Plant	2 Miles
Chemical Manufacturing	2 Miles
Fiberglass Manufacturing	1 Mile
Painting/Coating Operations	1 Mile
Rendering Plant	2 Miles
Coffee Roaster	1 Mile
Food Processing Facility	1 Mile
Confined Animal Facility	1 Mile
Green Waste and Recycling Operations	1 Mile
Metal Smelting Plants	2 Miles

Source: BAAQMD, 2011

Map 4.3-3 Potential existing odor sources and CARB recommended buffer zones

Source: Cal Poly San Luis Obispo, 2014

The proposed Plan may result in the placement of sensitive receptors, such as the residential uses associated with planned development under the proposed Plan, within the screening distances specified in Table 4.2-6. In general, the proposed land uses separate residential areas and commercial/industrial areas of the City to prevent potential mixing of incompatible land use types, with the exception of mixed-use areas that combine commercial with residential uses.

Applicable Regulations:

Federal Clean Air Act

California Clean Air Act

Significance Before mitigation: Potentially significant

AIR-6	Cumulative air quality impacts from the proposed plan would potentially be the same as the Plan-specific impacts discussed previously in this section.
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Cumulative air quality impacts have been considered in the proposed Plan-specific analysis above.

Significance Before mitigation: Potentially significant

4.3.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

AIR-2 The proposed plan **would** contribute to existing air quality standards violations related to nonattainment for ozone and respirable particulate levels established by the CARB (2014)

In order to reduce the potential air quality standard violations or substantial contributions to the already existing air quality violations incurred by the City, the following mitigation measures are proposed, in addition to the proposed Plan's policies and programs:

Mitigation AIR-2a:

Avoid or prohibit the expansion of existing roadway

Mitigation AIR-2b:

Adopt and implement all feasible measures as expeditiously as practical

Mitigation AIR-2c:

Adopt and implement best available retrofit control technology on existing stationary sources of ozone precursor emissions as expeditiously as practicable

Mitigation AIR-2d:

Adopt a "no net increase" permitting program for new or modified stationary sources that emit 10 tons or greater per year of an ozone precursor.

Mitigation AIR-2e:

Include measures sufficient for downwind areas impacted by "overwhelming" transport to attain the state ambient air quality standard for ozone by the earliest practicable date.

Mitigation AIR-2f:

Amend Program LU 2.6.1.2 to read: Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).

Significance after mitigation: Less-than-significant.

AIR-4- The proposed plan **would** result in potentially significant impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.

In order to reduce the potential impact of the placement of sensitive receptors proximate to substantial pollutant concentration or the siting of new sources of air pollution proximate to sensitive receptors in the City, the following mitigation measures are proposed, in addition to the proposed Plan's policies and programs:

Mitigation AIR-4a:

Avoid or prohibit the siting of new sensitive land uses within 500 feet of a freeway, within 300 feet of a dry cleaning operation, and 300 feet of a large gas station.

Mitigation AIR-4b:

Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.

Significance after mitigation: Less-than-significant.

AIR-5 The proposed plan could **potentially** create objectionable odors affecting a substantial number of people

Due to the fact there are no existing City regulations or policies and programs in the proposed Plan to govern the siting of new sensitive land uses near odor sources, impacts regarding the siting of new sensitive land uses near odor sources would be potentially significant. The following mitigation measures are proposed to reduce these impacts to less-than-significant levels.

Mitigation AIR-5a:

During the development review process, assess the siting of new sensitive land uses within the screening distances from odor emitters, as specific by the CARB, in order to determine exposure to objectionable odors.

Mitigation AIR-5b:

Avoid or prohibit the siting of new odor sources within the screening distances of existing sensitive receptors, as specified by CARB.

Significance after mitigation: Less-than-significant.

Air Quality References

- California Air Resources Board. (2014). *North Central Coast Air Basin*. Retrieved from <http://www.arb.ca.gov/pm/pmmeasures/pmch05/ncc05.pdf>.
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- United States Environmental Protection Agency. (USEPA). (2014). *National Ambient Air Quality Standards (NAAQS) | Air and Radiation | US EPA*. Retrieved from <http://www.epa.gov/air/criteria.html>
- Monterey Bay Unified Air Pollution Control District. (2014). *Smoke Management - Monterey Bay Unified Air Pollution Control District*. Retrieved from <http://mbuapcd.org/programs-resources/planning/smoke-management/>
- California Reformation Prayer Network. (2014). *San Benito County*. Retrieved from http://www.rpnca.org/?page_id=1329.
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- United States Geological Survey. (2014). *San Juan Bautista*. Retrieved from <http://earthquake.usgs.gov/monitoring/deformation/data/plots/map.php?region=SJ>.

4.4 BIOLOGICAL RESOURCES

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Interfere substantially with the movement of any native resident or migratory fish or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 5. 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| 6. 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

This chapter describes San Juan Bautista's existing environmental and regulatory setting with regards to biological resources and examines the potential impacts to biological resources associated with adoption of the proposed Plan. The implementation of the proposed Plan may lead to changes in land use that could result in impacts to biological resources, including plant and animal species listed as state or federally threatened, endangered, or proposed species, or 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 Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Sensitive habitats and wetlands that may provide a suitable environment for any of the listed or sensitive species are considered significant biological resources and fall under the jurisdiction of the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA).

This analysis identifies all potential impacts on biological resources and determines if they should be considered significant impacts on the environment. Included is a summary of the local, state, and federal regulatory framework, which provides guidance and information on the protection and conservation of important biological resources.

4.4.1 ENVIRONMENTAL SETTING

4.4.1.1 REGULATORY FRAMEWORK

This section discusses state, federal, and local regulations and programs related to biological resources.

Federal Regulations

U.S. Fish & Wildlife Service

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) protects and recovers imperiled species and the ecosystems upon which they depend. FESA is administered and implemented by the United States Department of Interior's Fish and Wildlife Service (FWS) and the Commerce Department's National Oceanic and Atmospheric Administration (NOAA) Fisheries (formerly known as the National Marine Fisheries Service).

Under the FESA (16 U.S.C. Section 1531 et seq.), species may be listed as either endangered or threatened. "Endangered" species are those that are in danger of extinction, throughout all or in a significant portion of its range, and "threatened" species are those that are likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. For the purposes of the FESA, Congress defined species to include subspecies, varieties, and, for vertebrates, distinct population segments.

Section 7 of the FESA mandates that all federal agencies consult with USFWS and NOAA Fisheries if a proposed project may affect a listed species or its habitat. This applies to all lands, not just federal lands.

Section 9 of the FESA prohibits the take of any fish or wildlife species listed as endangered; this also applies to the habitat the fish or wildlife species may inhabit. Take is defined as an action or attempt to hunt, harm, harass, pursue, shoot, wound, capture, kill, trap, or collect a species. Endangered plant species are also protected under this section.

Migratory Bird Treaty Act (16 U.S.C. 703 et seq.)

The Migratory Bird Treaty Act (MBTA) prohibits the taking, killing, possession, selling, purchase, barter, offering for sale, transportation, and importation of migratory birds, including their eggs, parts, and nests.

Environmental Protection Agency

Federal Clean Water Act

The Federal Clean Water Act (FCWA), administered by the Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USACE), regulates the discharge of fill material into United States' waterways, including lakes, rivers, streams and their tributaries, as well as wetlands. Section 404 (Discharges of Dredge or Fill Material)

requires that project proponents obtain a permit from the USACE for all discharges of dredged or fill material into waters of the United States before proceeding with a proposed action. USACE permits must then be certified by the State Water Resources Control Board. Section 401 (Certification) lists additional requirements for permit review. Certification from the California Regional Water Quality Control Board is also required when a proposed activity may result in discharge into navigable waters.

State Regulations

California Department of Fish and Wildlife

California Endangered Species Act

The California Department of Fish and Wildlife (CDFW) administers the California Endangered Species Act (CESA) (California Fish and Game Code Section 2050 et seq.), which serves to conserve threatened or endangered species and their habitats. State laws allow CDFW to review projects for their potential impacts to listed species and their habitats. Compliance with the FESA satisfies the CESA with the CDFW's authorization for incidental take.

California Fish and Game Code

California Fish and Game Code, Sections 1600 to 1616, regulate development to avoid and mitigate impacts or modification to rivers, streams, or lakes. Modification is defined as diverting or obstructing the natural flow of, or substantially changing or using any material from the bed, channel, or bank of, any river, stream, or lake. California Fish and Game Code Section 3503.5 prohibits "take," possession, or destruction of any raptor, its nests or its eggs.

California Native Plant Society

California Native Plant Protection Act

The California Native Plant Protection Act of 1977 prohibits the importation, "take", or sale of rare and endangered plants. State-listed plant species are protected under CEQA. The California Native Plant Society (CNPS) is a non-governmental conservation organization that keeps a list of endangered or threatened plant species in California. The list divides the plants into these five categories:

List 1A – Considered to be extinct

List 1B – Considered rare, threatened, or endangered in California and elsewhere

List 2 – Considered rare, threatened, or endangered in California, but is more common elsewhere

List 3 – CNPS lacks necessary information to determine if it should be assigned to a list

List 4 – Limited distribution in California (California Native Plant Society, 2010)

California Regional Water Quality Control Board

The Porter-Cologne Water Quality Control Act of 1960

The California Water Code Section 13000 charges the State Water Resources Control Board (SWRCB) with protecting the quality of all state waters. To enforce state regulations, the Regional Water Board issues waste discharge requirement (WDR) permits for wastewater disposal and the construction storm water program.

Local/Regional Regulations

City of San Juan Bautista

City Ordinance 11-12, Landscaping

This ordinance addresses landscaping requirements for different types of development.

City Ordinance 11-06, Historic Resource Preservation

This ordinance addresses historic preservation regulations, including natural features such as trees and significant vegetation.

City Ordinance 5-8-135, Untended Vegetation

This ordinance addresses overgrown, dead, decayed, or hazardous vegetation that may harbor vermin, obstruct vision for motorists, or constitute an unsightly appearance.

City Ordinance 11-18-040, Findings for Decision

This ordinance addresses landscape design, the coverage of plant materials, provisions for irrigation, and protection of landscape elements that have been considered to create visual relief and complement the structures to provide an attractive and water-conserving environment.

City Ordinance 11-04-020, Mixed Use District

This ordinance addresses shade trees or other elements of public plazas that provide relief from weather.

Key Locations and Local Documents

San Juan Bautista State Historic Park

San Juan Bautista State Historic Park is located in central San Juan Bautista. As the historic park is located in the central part of San Juan Bautista, it provides urban habitat, although no portion of the historic park is dedicated plant or animal habitat.

San Benito County 2035 General Plan, 2014

The San Benito County 2035 General Plan contains the county's official policies on land use, economic development, housing, circulation, public facilities and services, cultural resources, health and safety, and natural resources. It describes the County's long-range goals and guides day-to-day decision making. The Plan sets a goal to protect and enhance wildlife communities through habitat preservation and protection, maintaining migration corridors, mitigating wetland disturbance, and mitigating impacts to Oak Woodlands or regenerating Oak Woodland communities.

4.4.1.2 EXISTING CONDITIONS

This section outlines the wildlife and plant communities and special-status species that are known to occur or have potential to occur in the planning area. San Juan Bautista is primarily made up of urbanized and agricultural land uses, although areas of native vegetation also occur within the planning area. Delineated wetlands or major riparian areas are known to exist within the planning area, although these are largely manmade irrigation, drainage channels, and intermittent, or seasonal, streams.

Vegetation, Habitat Types, and Wetlands

The California Wildlife Habitat Relationships (CWHHR) system provides classification and information on the 59 habitats identified in California. The distribution of habitat areas in San Juan Bautista is dominated by urban, cropland, and annual and perennial grassland habitats, although montane hardwood forest, valley foothill riparian, orchard vineyard, barren, valley oak woodland, blue oak woodland, and coastal scrub are also known to exist within the planning area. Each of these areas is described in this section.

‘Urban’ habitat varies greatly, with five major types of vegetative structure defined: tree grove, street strip, shade tree/lawn, lawn, and shrub cover. Species composition in urban habitats varies with planting design and climate. Monoculture is commonly observed in tree groves and street tree strips. Much of the central planning area is made up of urban habitat.

‘Annual Grassland’ habitats are open grasslands composed primarily of annual plant species. Introduced annual grasses are the dominant plant species in this habitat. These include wild oats, soft chess, ripgut brome, red brome, wild barley, and foxtail fescue. Common forbs include broadleaf filaree, red-stem filaree, turkey mullein, true clovers, bur clover, popcorn flower, and many others. California poppy is found in this habitat. Perennial grasses, found in moist, lightly grazed, or relic prairie areas, include purple needle grass and Idaho fescue. Many species use annual grasslands for foraging and breeding, including birds, mammals, and reptiles. Annual grasslands are located within the planning area, largely south and west of CR-156.

‘Perennial Grassland’ habitats occur in two forms in California: coastal prairie, found in areas of northern California under maritime influence, and relics in habitats now dominated by annual grasses and forbs. Relic perennial grasslands are discussed with the Annual Grassland habitats above.

‘Cropland’ vegetation habitats include a variety of sizes, shapes, and growing patterns. Most croplands support annuals, planted in spring and harvested during summer or fall. In many areas, second crops are commonly planted after harvesting the first. Habitat stages tend to be controlled by growing cycles. Croplands are generally located on flat to rolling terrain, and soils often dictate the types of crops that are grown. Many species of rodents and birds in California have adapted to croplands and are controlled by fencing, trapping, and poisoning. Cropland habitat in the planning area is located northwest, northeast, and southeast of the urbanized area of San Juan Bautista.

'Montane Hardwood Forest' habitat is generally composed of a pronounced hardwood tree layer with an infrequent and poorly developed shrub stratum and a sparse herbaceous layer. Bird and animal species characteristic of the Montane Hardwood habitat are primarily disseminators and consumers of acorns including various bird species, squirrels, woodrat, bear, and deer. Montane Hardwood Forest habitat in the planning area is limited to portions of a small grove in the southern extent of the area, south of Salinas Road and west of San Juan Canyon Road.

'Orchard Vineyard' habitats are typically open and single species tree dominated. Depending on the tree type and pruning methods, they are usually low bushy trees with an open understory. The understory in both orchards and vineyards usually consists of bare soil or a cover crop of herbaceous plants, such as perennial or annual grasses and forbs. Some species of birds and mammals have adapted to the orchard and vineyard habitats, sometimes becoming "agricultural pests." Some wildlife may browse or feed on the trees or vines, while others are more passive in their use of the habitat for cover and nesting sites. Three areas of Orchard Vineyard habitat can be found within the planning area: south of CR 156 and west of Lang Street, a strip of land between CR 156 and Old San Juan Hollister Road, and a plot of land just north of the urbanized portion of the City.

'Barren' habitat is defined by the absence of vegetation or any habitat with less than 2 percent total vegetation coverage by herbaceous, desert, or non-wildland species and less than 10 percent coverage by tree or shrub species. Where there is little or no vegetation, the structure of the non-vegetated substrate can become a critical component of the habitat. The two areas of barren habitat are at the Future Lang Street Park and a heavily impacted hillside south of Salinas Road and west of San Juan Canyon Road.

'Valley Oak Woodland' habitat varies from savanna-like to forest-like stands with partially closed canopies, comprised mostly of winter-deciduous, broad-leaved species. Canopies of these woodlands are dominated almost exclusively by valley oaks (Conard et al. 1977). These habitats usually merge with annual grasslands or border agricultural land and provide food and cover for many species of wildlife. Valley Oak Woodland habitat is located within the planning area along a north-south running ditch south of Old San Juan Hollister Road and north of Mission Vineyard Road and also along a ditch that runs along a stretch of Salinas Road south of San Juan Bautista.

'Blue Oak Woodland' habitats have an overstory of scattered trees, with Blue oak comprising 85 to 100 percent of the trees present. This habitat type usually intergrades with annual grasslands or Valley Oak Woodlands and provides important habitat for a variety of wildlife. Blue Oak Woodland habitat is located in a small stand of trees south of Mission Vineyard Road, southeast of the City.

'Valley Foothill Riparian' habitat generally features winter deciduous trees with a subcanopy tree layer and an understory shrub layer. Generally, the understory is impenetrable and includes fallen limbs and other debris. Dominant species in the canopy layer are cottonwood, California sycamore, and valley oak. Valley-foothill riparian habitats provide food, water, migration and dispersal corridors, and escape, nesting, and thermal

cover for an abundance of wildlife. Valley Foothill Riparian habitat within the planning area is located along the San Juan Creek and manmade irrigation and drainage channels running along the northeast side of the urban area of the City and following a portion of the Salinas Road south of central San Juan Bautista.

Wetlands occur in several manmade agricultural ponds and the streambeds of some of the larger creeks. These areas are inhabited by several species, such as cattails, rushes, amphibians, and birds (SJBGP, 1998).

The EPA defines wetlands as areas that are saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in such conditions. Some wetlands, including those associated with ponds, lakes, streams, and drainages may fall outside of USACE jurisdiction due to not meeting the technical criteria used to determine USACE jurisdiction. Similarly, under the CDFW Fish and Game Code (Section 1602), the Streambed Alteration Agreement, CDFW authority is limited to the channel bank and bed, although establishment of a setback and protection of wildlife habitat in riparian corridors is requested by CDFW as part of environmental review for specific development plans. A detailed wetland delineation and verification by USACE would be required to determine the extent of jurisdictional wetlands on a project-specific basis.

Special Status Species

A variety of wildlife and plant communities are present in the San Juan Bautista area, including special status species. San Juan Bautista is located in the far northwest corner of San Benito County and lies within the San Benito Valley. The San Benito River flows to the north and east of San Juan Bautista. Based on a review of the California Natural Diversity Data Base (CNDDDB), a number of state and federally listed plant and animal species could potentially exist in San Juan Bautista. These are listed in Table 4.4-1 and 4.4-2 (plants) and Table 4.4-3 (animals) along with species that have been identified through past planning projects in the City.

There are 11 identified plant and animal species in San Benito County that are considered by the state or federal governments as threatened or endangered. Review of the CNDDDB Biogeographic Information and Observation System (BIOS) data viewer indicates that no species outside of these 11 identified species are believed to be present in the San Juan Bautista Planning Area.

Plant Species

As shown in Table 4.4-1, two threatened or endangered plant species are known or suspected to occur in San Benito County. Some of these species are listed as endangered or threatened by the federal government or State of California. Such species include San Benito evening-primrose (*Camissonia benitensis*) and San Joaquin woolly-threads (*Monolopia (Lembertia) congdonii*).

Table 4.4-1: Threatened and Endangered Plant Species List for San Benito County

Group	Name	Status	Lead Office	Recovery Plan Name	Recovery Plan Stage
Flowering Plants	San Benito evening-primrose (Camissonia benitensis)	Threatened	Ventura Fish And Wildlife Office	Recovery Plan for Camissonia benitensis (San Benito Evening Primrose)	Final
Flowering Plants	San Joaquin wooly-threads (Monolopia (= Lambertia) congdonii)	Endangered	Sacramento Fish And Wildlife Office	Recovery Plan for Upland Species of the San Joaquin Valley, California	Final

Source: DOI, FWS Environmental Conservation Online System

Animal Species

As shown in Table 4.4-2, nine threatened or endangered plant species are known or suspected to occur in San Benito County. Some of these species are listed as endangered or threatened by the federal government or State of California. Amphibians, birds, a crustacean, mammals, and a reptile are included in the list. Such species include:

- California tiger Salamander (Ambystoma californiense),
- California red-legged frog (Rana draytonii),
- California condor (Gymnogyps californianus),
- Least Bell's vireo (Vireo bellii pusillus),
- Southwestern willow flycatcher (Empidonax traillii extimus),
- Vernal pool fairy shrimp (Branchinecta lynchi),
- San Joaquin kit fox (Vulpes macrotis mutica),
- Giant kangaroo rat (Dipodomys ingens), and
- Blunt-nosed leopard lizard (Gambelia silus).

The likelihood of these species occurring in San Juan Bautista is low or is not able to be determined.

Table 4.4-2: Threatened and Endangered Animal Species List for San Benito County

Group	Name	Status	Lead Office	Recovery Plan Name	Recovery Plan Stage
Amphibians	California tiger Salamander (Ambystoma californiense)	Threatened	Sacramento Fish And Wildlife Office		
Amphibians	California red-legged frog (Rana draytonii)	Threatened	Sacramento Fish And Wildlife Office	Recovery Plan for Upland Species of the San Joaquin Valley, California	Final
Birds	California condor (Gymnogyps californianus)	Endangered	Hopper Mountain National Wildlife Refuge Complex	California Condor Recovery Plan, Third Revision	Final Revision 3
Birds	Least Bell's vireo (Vireo bellii pusillus)	Endangered	Carlsbad Fish And Wildlife Office	Draft Recovery Plan for the Least Bell's Vireo	Draft
Birds	Southwestern willow flycatcher (Empidonax traillii extimus)	Endangered	Arizona Ecological Services Field Office	Final Recovery Plan for the Southwestern Willow Flycatcher	Final
Crustaceans	Vernal pool fairy shrimp (Branchinecta lynchi)	Threatened	Sacramento Fish And Wildlife Office	Recovery Plan for Vernal Pool Ecosystems of California	Final

				and Southern Oregon	
Mammals	San Joaquin kit fox (<i>Vulpes macrotis mutica</i>)	Endangered	Sacramento Fish And Wildlife Office	Recovery Plan for Upland Species of the San Joaquin Valley, California	Final
Mammals	Giant kangaroo rat (<i>Dipodomys ingens</i>)	Endangered	Sacramento Fish And Wildlife Office	Recovery Plan for Upland Species of the San Joaquin Valley, California	Final
Reptiles	Blunt-nosed leopard lizard (<i>Gambelia silus</i>)	Endangered	Sacramento Fish And Wildlife Office	Recovery Plan for Upland Species of the San Joaquin Valley, California	Final

4.4.2 STANDARDS OF SIGNIFICANCE

4.4.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines, the proposed Plan could have a significant effect on the environment with respect to biological resources if it would:

1. 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?
2. 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?
3. 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?

4. 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?
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

4.4.2.2 METHODOLOGY

This review of potential cumulative impacts on biological resources that could result from adoption of the proposed Plan was based on review of: the proposed Plan; the Plan Background Report; the FWS resources; FWS's Environmental Conservation Online System (ECOS); the CDFW resources; CDFW's Areas of Conservation Emphasis (ACE-II) Viewer; the California Native Plant Society's resources; and the Center for Biological Diversity resources. The baseline existing conditions were then compared to the proposed Plan to determine the potential impacts on biological resources. The San Juan Bautista 2035 General Plan does not have a biological resources management plan, but existing state and local regulations and policies related to biological resources were accounted for during the analysis.

Each of the six CEQA standards of significance for biological resource from the CEQA Guidelines was found to be applicable to the City of San Juan Bautista.

4.4.3 IMPACT DISCUSSION

The following is a discussion of the potential for plan-specific and cumulative impacts to biological resources. Using the CEQA Guidelines (Appendix G) for the standards of significance, each standard will be reviewed for potential impacts.

BIO-1 The proposed Plan will have a **potentially significant** 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.

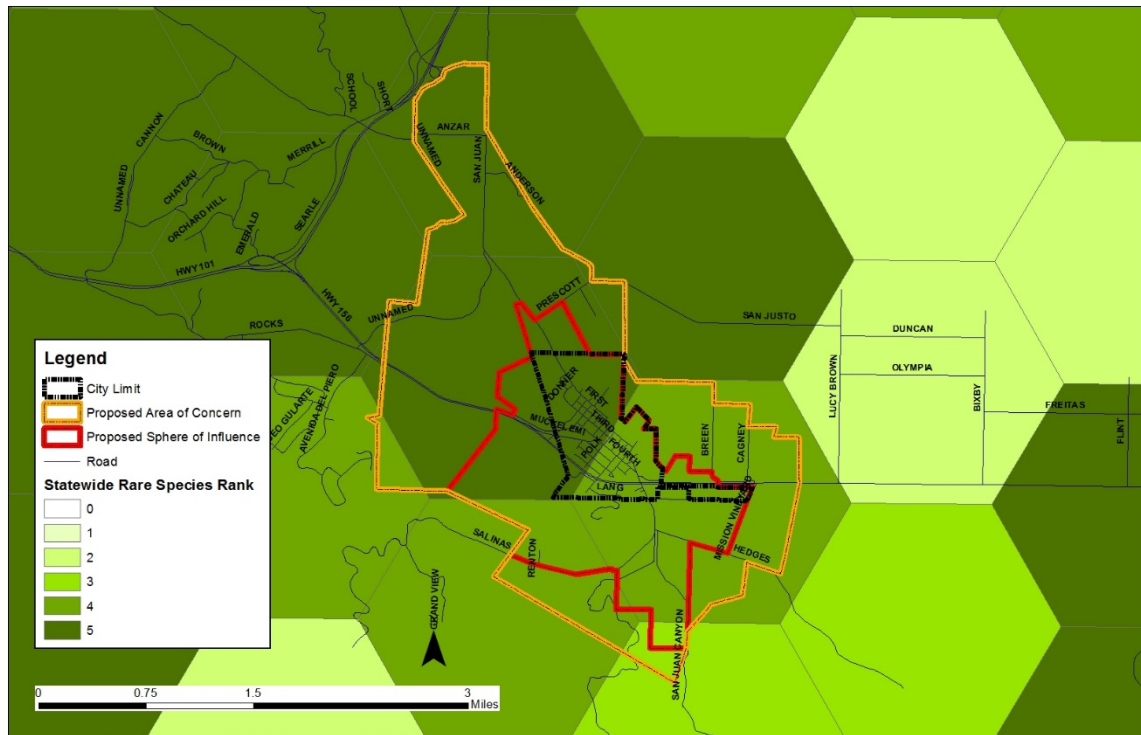
According to the U.S. Fish and Wildlife database, ACE-II, the City of San Juan Bautista has a medium-high to high level of rare species richness as depicted in Map 4.4-1. San Juan Bautista, however, has no rare species richness in most of the project area and only

potential for 1 rare plant species in the southwest portion of the project area, outside of existing city limits (Map 4.4-2).

Under the proposed Plan, San Juan Bautista would include infill development, some higher density residential areas, clustered development, and some growth in areas that are currently undeveloped, such as open space or agricultural areas. All proposed land use changes would be contained within the existing sphere of influence surrounding the City. Despite much of the build-out from the proposed Plan being focused in already urbanized areas and the community making preservation of open space and agricultural lands a priority, future development is likely to occur over time outside of the existing city limits and into the sphere of influence. The result could be impacts to special status plant and animal species that are known to occur or suspected to occur in San Juan Bautista.

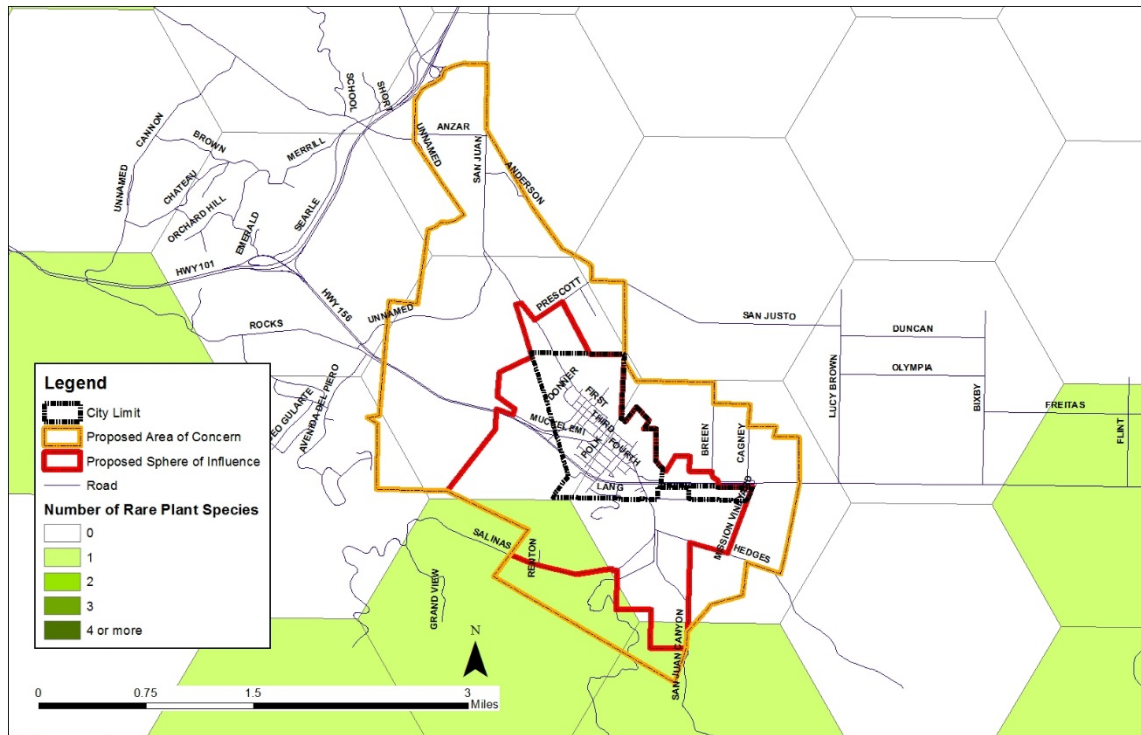
Direct impacts on special-status species include the direct loss of individuals or localized populations, the destruction or degradation of essential habitat, or the isolation of subpopulations due to habitat fragmentation. Indirect impacts may include the disruption of reproductive processes or degradation of habitat to an extent that makes it unsuitable for occupation (i.e. invasive species, excessive noise).

The California Natural Diversity Data Base (CNDDB) was used to identify special-status species that may be found in the project area. This data, although sufficient for this analysis, should be supplemented with site-specific surveys and assessments at the time of development to confirm the presence or absence of these species on the development sites. The federal, state, and local regulations described in Section 4.4.1.1 (Regulatory Framework) would protect the special-status species from the potential development proposed in the Plan. The Federal Endangered Species Act, California Endangered Species Act, Migratory Bird Treaty Act, Fish and Game Code, and California Native Plant Protection Act all inhibit the potential “take of State, Federal, of CNPS (1B) listed plant species.

Map 4.4 1: Statewide Rare Species Richness for San Juan Bautista

Source: California Department of Fish & Wildlife, 2014

The proposed Plan will likely result in construction activities that could increase storm water runoff and runoff from construction related activities. This may lead to impacts on aquatic habitats, which special status species may inhabit. The State Water Resources Control Board protects water quality through issuing the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General permit Order 2009-0009-DWQ). This permit requires that construction sites adequately prevent storm water runoff through mitigation measures such as silt fencing. Additionally, the Total Maximum Daily Load Monitoring and Implementation Plan, as mentioned in Chapter 4.9 Hydrology and Water Quality, would provide a secondary level of protection from storm water runoff.

Map 4.4-2: Rare Plant Species Richness for San Juan Bautista

Source: California Department of Fish & Wildlife, 2014

A potentially significant impact on special-status species is increased wildlife-vehicle collisions on roadways. The population growth in the City and additional visitors to the City under the proposed Plan would increase the number of vehicles on the road. The increased vehicular traffic would increase the likelihood of wildlife-vehicle collisions.

The proposed Plan features policies and programs that will provide protection to special-status species from future development. These proposed policies and programs include:

Objective LU 2.4

Increase the amount of infill development in the City.

Policy LU 2.4.1

Facilitate vacant and other areas to accommodate new development.

Program LU 2.4.1.1

Identify and map land available for development or redevelopment.

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to: preserve agricultural land and viewsheds; protect groundwater supplies, air and water quality, and wildlife habitat; expand tourism; encourage desired industries; and avoid incompatible land uses.

Policy HO 4.1.3

Prioritize infill housing development.

Program HO 4.1.3.1

Develop vacant housing lots and redevelop housing in poor condition to accommodate higher densities.

Program HO 4.1.4.1

Establish an Urban Growth Boundary to promote new growth in desirable areas and protect prime agricultural lands and viewsheds.

Objective CO 1.2

Minimize the effects of urbanization on natural resources.

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Program CO 1.2.2.1

Underutilized or vacant lands should be given priority for development.

Goal CO 4

Protection of wildlife, habitat, air quality, and water resources.

Objective CO 4.1

Protect all state and federally listed special-status species and their critical habitat.

Policy CO 4.1.1

Comply with federal and state laws regarding the protection of special-status species and habitat, as defined by the U.S. Fish and Wildlife Service.

Program CO 4.1.1.1

Provide a list of local native plant species for landscaping in order to prevent the introduction of invasive species.

Objective OS 3.3

Protect sensitive environmental areas, species, and watersheds in and surrounding the City.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Program OS 3.3.1.1

Separate wildlife habitat areas as protected open space.

Policy OS 3.3.2

Protect native species.

Program OS 3.3.2.1

Partner with local agencies and land trusts to secure open space lands to preserve native species and their habitat.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural areas, habitat corridors, waterways, and wetlands.

These policies and programs from the proposed Plan address the first CEQA threshold for biological resources.

Applicable federal, state, and local regulations, together with the proposed Plan's policies and programs, would reduce potential impacts to the special-status species and their habitats. Additional development, growing human population, and the associated increase in vehicular traffic could result in potentially significant impacts to biological resources.

Applicable regulations:

Federal Endangered Species Act

Migratory Bird Treaty Act

California Endangered Species Act

California Fish and Game Code

California Native Plant Protection Act

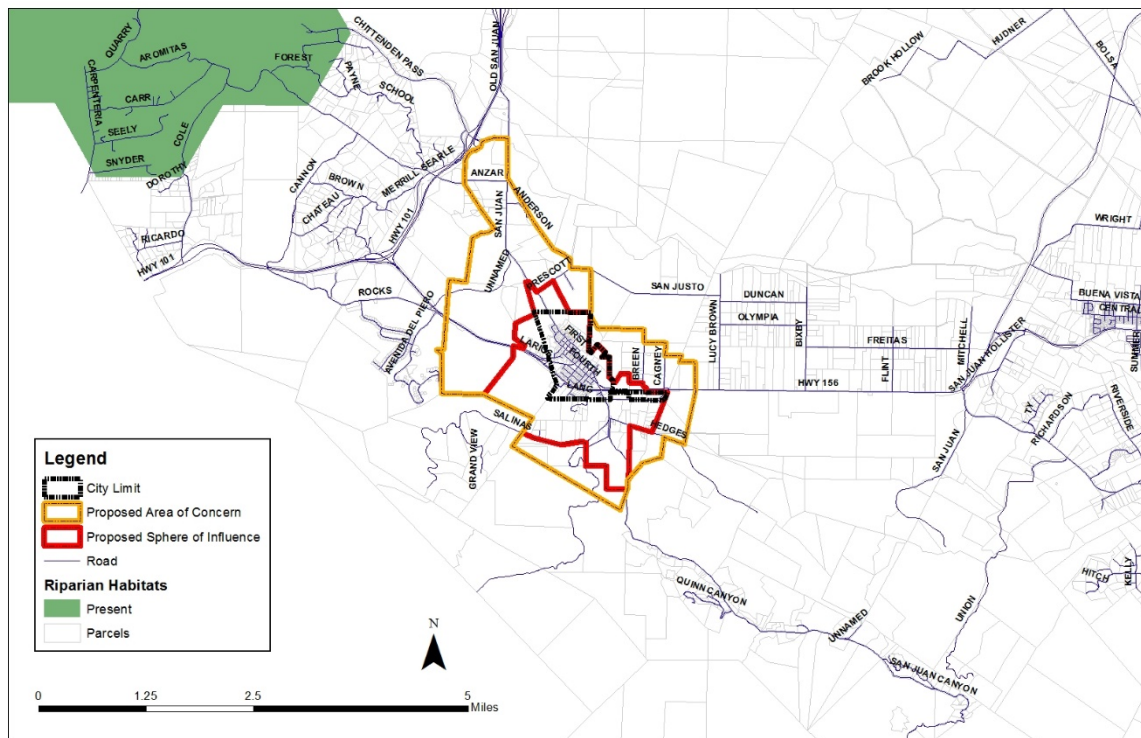
The Porter-Cologne Water Quality Control Act of 1960

Significance Before Mitigation: Potentially significant

BIO-2 The proposed Plan will have a **potentially significant** substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

According to the U.S. Fish and Wildlife database, ACE-II, the City has no mapped riparian habitat within the City limits and no riparian habitat mapped in the Proposed Area of Concern. Map 4.4-3 shows these locations. Map 4.4-5 shows that San Juan Bautista has sensitive wetland habitat within city limits and in the surrounding Proposed Area of Concern. Map 4.4-6 provides a more detailed map of the federally protected wetlands in San Juan Bautista.

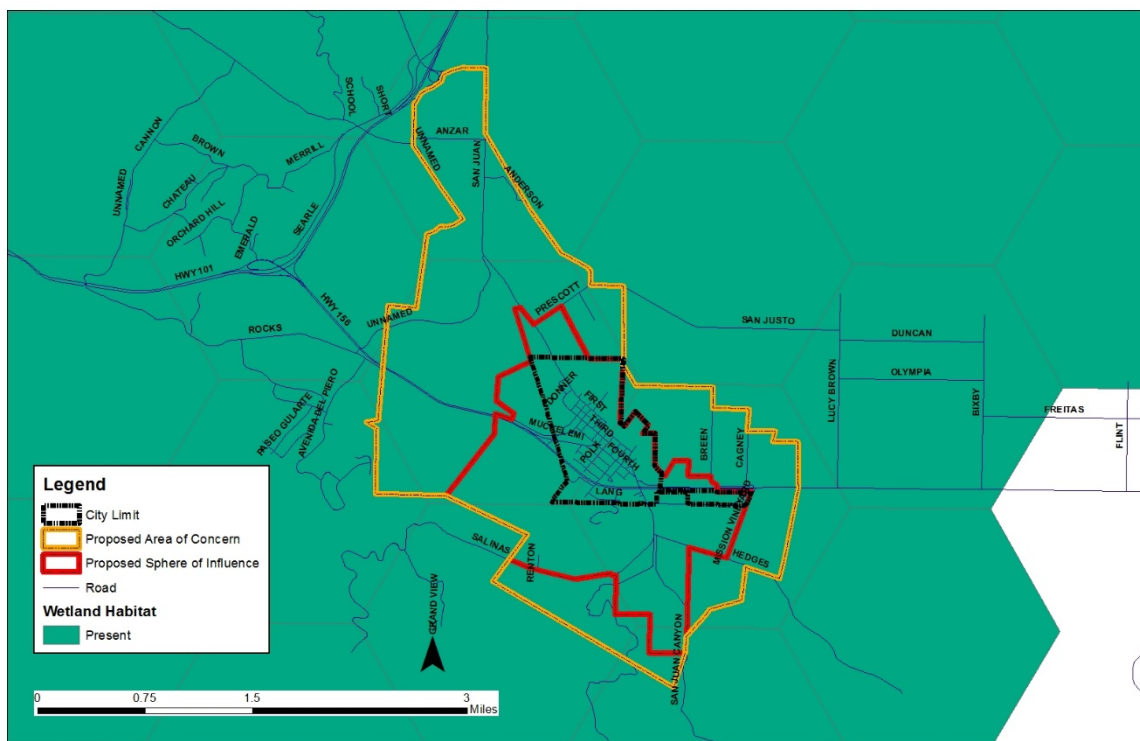
Map 4.4-3: Sensitive Riparian Habitats in San Juan Bautista



Source: California Department of Fish & Wildlife, 2014

The proposed Plan concentrates development within existing boundaries, focuses development in already built-up areas, and preserves existing open space and agricultural lands. However, future development, especially the proposed development south of SR 156, will result in new construction and may potentially impact riparian, wetland, and sensitive habitats. Direct impacts on these sensitive habitats may include habitat loss, degradation of habitat, alteration of hydrologic systems such as increased impervious surfaces, and any physical alteration of the listed habitats. Indirect impacts include any physical change in the environment, which is not immediately related to the proposed Plan, but may cause an adverse effect.

Map 4.4-4: Sensitive Wetland Habitat in San Juan Bautista



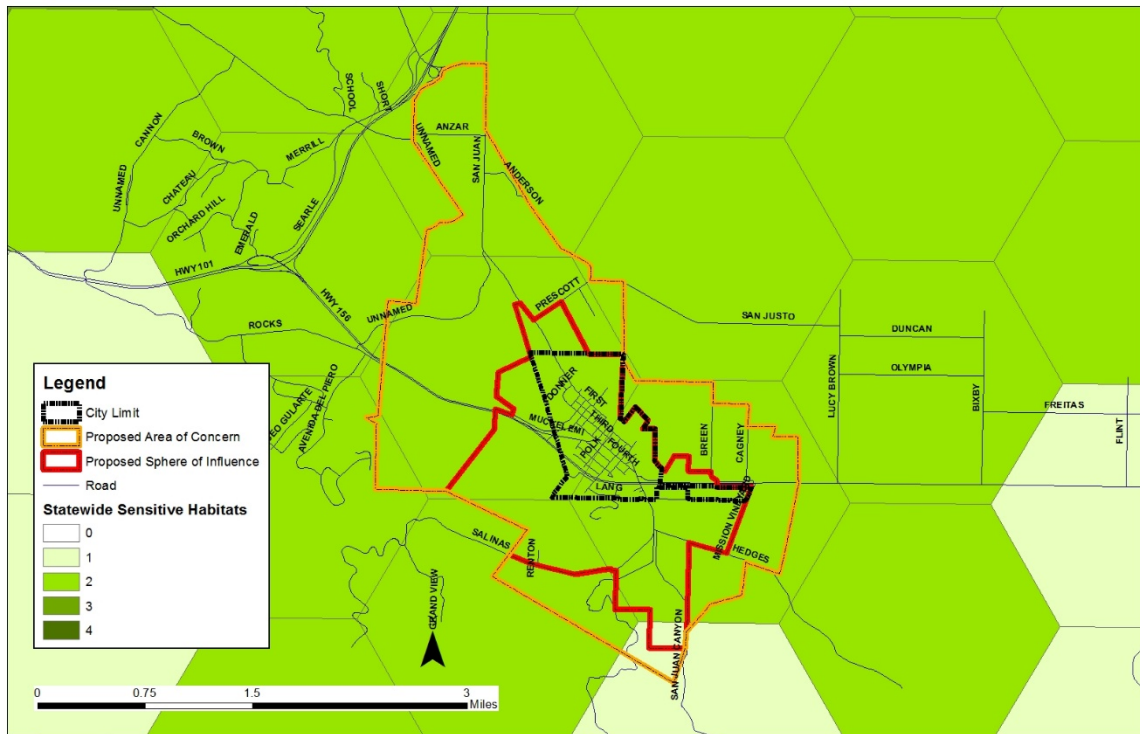
Source: California Department of Fish & Wildlife, 2014

The federal, State and local regulations described in Section 4.4.1.1 would mitigate impacts on the riparian, wetland, and sensitive habitats from the potential development proposed in the Plan. The Federal Clean Water Act and Porter-Cologne Water Quality Control Act regulate the water quality entering U.S. and state water bodies, respectively. These water quality regulations assist in protecting sensitive habitats from pollution, but also from the alteration of waterways (through dredging, infill, or other methods).

New development and redevelopment according to the proposed Plan would need to follow federal and state regulations that help protect these sensitive habitats. During the construction process, additional requirements to protect the environment are included to mitigate potential impacts on these natural resources.

Further, the proposed Plan includes the following policies and programs that would also protect special-status species from future development. These proposed policies and programs include:

Map 4.4-5: Statewide Sensitive Habitats for San Juan



Source: California Department of Fish & Wildlife, 2014

Objective LU 2.4

Increase the amount of infill development in the City.

Policy LU 2.4.1

Facilitate vacant and other areas to accommodate new development.

Program LU 2.4.1.1

Identify and map land available for development or redevelopment.

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to: preserve agricultural land and viewsheds; protect groundwater supplies, air and water quality, and wildlife habitat; expand tourism; encourage desired industries; and avoid incompatible land uses.

Policy HO 4.1.3

Prioritize infill housing development.

Program HO 4.1.3.1

Develop vacant housing lots and redevelop housing in poor condition to accommodate higher densities.

Policy HO 4.1.4

Coordinate housing growth and the protection of open space.

Program HO 4.1.4.1

Establish an Urban Growth Boundary to promote new growth in desirable areas and protect prime agricultural lands and viewsheds.

Goal CO 1

Growth and development balanced with environmental quality.

Objective CO 1.1

Promote growth and development in balance with environmental quality.

Objective CO 1.2

Minimize the effects of urbanization on natural resources.

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Goal CO 4

Protection of wildlife, habitat, air quality, and water resources.

Objective CO 4.1

Protect all state and federally listed special-status species and their critical habitat.

Policy CO 4.1.1

Comply with federal and state laws regarding the protection of special-status species and habitat, as defined by U.S. Fish and Wildlife Service.

Objective OS 3.3

Protect sensitive environmental areas, species, and watersheds in and surrounding the City.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Program OS 3.3.1.1

Separate wildlife habitat areas as protected open space.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

The impacts from the proposed Plan would be potentially significant. However, applicable federal, state, and local regulations, together with the proposed Plan's policies and programs, could reduce potential impact to the riparian, wetland, and sensitive natural communities to less than significant levels.

Applicable Regulations:

Federal Endangered Species Act

Migratory Bird Treaty Act

California Endangered Species Act

California Fish and Game Code

California Native Plant Protection Act

Federal Clean Water Act- Section 404

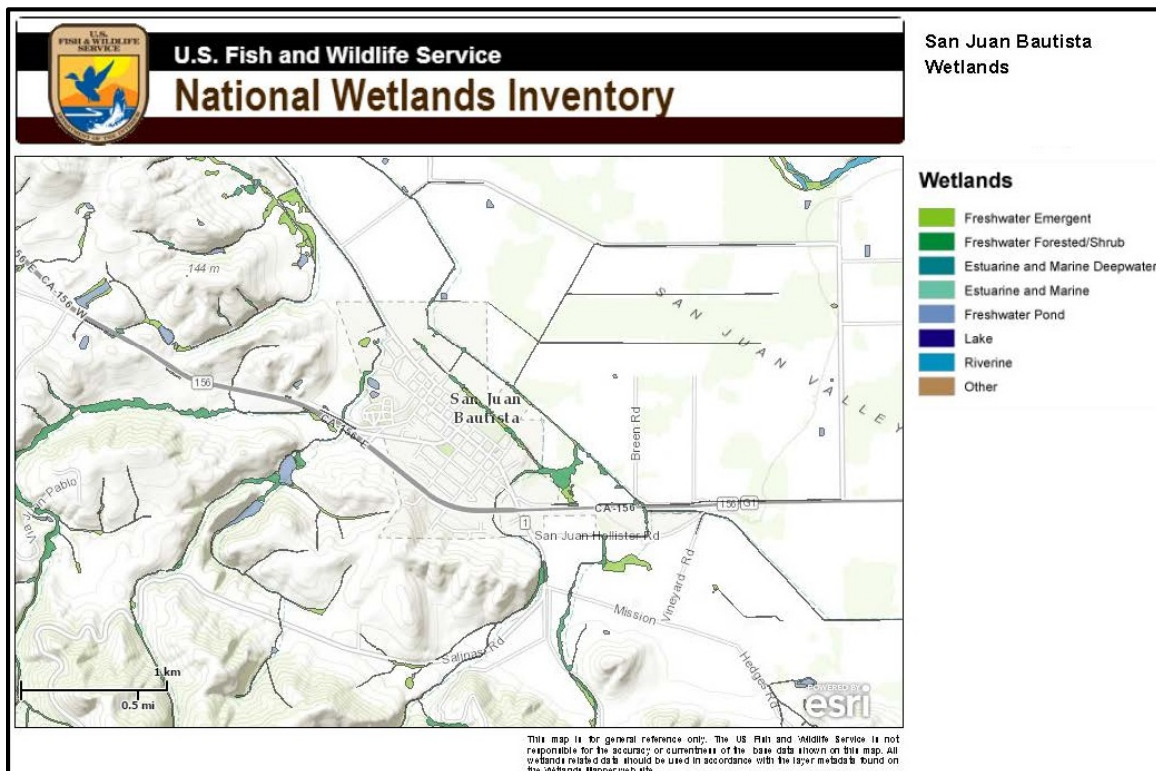
The Porter-Cologne Water Quality Control Act of 1960

Significance Before Mitigation: Potentially significant

- BIO-3** The proposed Plan will have a **potentially significant** 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.

Federally protected wetlands are those that have been delineated as jurisdictional waters of the United States by the U.S. Army Corps of Engineers (USACE). Section 404 of the Clean Water Act states the policy of “no net loss” of wetlands and also regulates the discharge into waters of the U.S. If a project adversely affects waters of the U.S., the USACE usually requires an in-kind mitigation at a ratio of at least 1:1 to issue a permit authorizing the development. Map 4.4-6 shows that San Juan Bautista has federally protected wetlands located within the City’s boundaries, which are primarily irrigation ditches, manmade ponds, and streams.

Map 4.4-6: Federally Protected Wetlands in San Juan Bautista



Source: United States Fish and Wildlife Service Wetlands Mapper, 2014

Implementation of the proposed Plan may result in new and infill development which could impact state or federally protected wetlands and/or waters of the United States. However,

the build-out of the proposed plan focuses on building in urbanized spaces and preserving existing natural resources, including wetlands. Direct impacts on these sensitive habitats may include habitat loss, degradation of habitat, alteration of hydrologic systems, such as increased impervious surfaces, and any physical alteration of the listed habitats. Indirect impacts include any physical change in the environment, which is not immediately related to the proposed Plan, but may cause an adverse effect.

The federal, state, and local regulations described in Section 4.4.1.1 would mitigate impact on the federally protected wetlands from the potential development proposed in the proposed Plan. The Federal Clean Water Act and Porter-Cologne Water Quality Control Act regulate the water quality entering the U.S. and State water bodies, respectively. These water quality regulations assist in protecting sensitive habitats from pollution, but also from the alteration of waterways (through dredging, infill, or other method).

Further, the proposed Plan includes the following policies and programs that would also protect special-status species from future development. These proposed policies and programs include:

Objective LU 2.4

Increase the amount of infill development in the City.

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to: preserve agricultural land and viewsheds; protect groundwater supplies, air and water quality, and wildlife habitat; expand tourism; encourage desired industries; and avoid incompatible land uses.

Policy HO 4.1.3

Prioritize infill housing development.

Policy HO 4.1.4

Coordinate housing growth and the protection of open space.

Goal CO 1

Growth and development balanced with environmental quality.

Objective CO 1.1

Promote growth and development in balance with environmental quality.

Objective CO 1.2

Minimize the effects of urbanization on natural resources.

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Program CO 1.2.2.1

Underutilized or vacant lands should be given priority for development.

Goal CO 4

Protection of wildlife, habitat, air quality, and water resources.

Objective CO 4.1

Protect all state and federally listed special-status species and their critical habitat.

Policy CO 4.1.1

Comply with federal and state laws regarding the protection of special-status species and habitat, as defined by US Fish and Wildlife Service.

Objective OS 3.3

Protect sensitive environmental areas, species, and watersheds in and surrounding the City.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Program OS 3.3.1.1

Separate wildlife habitat areas as protected open space.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

Applicable Regulations:

California Department of Fish and Game Code

Federal Clean Water Act- Section 404

The Porter-Cologne Water Quality Control Act of 1960

Significance Before Mitigation: Potentially significant

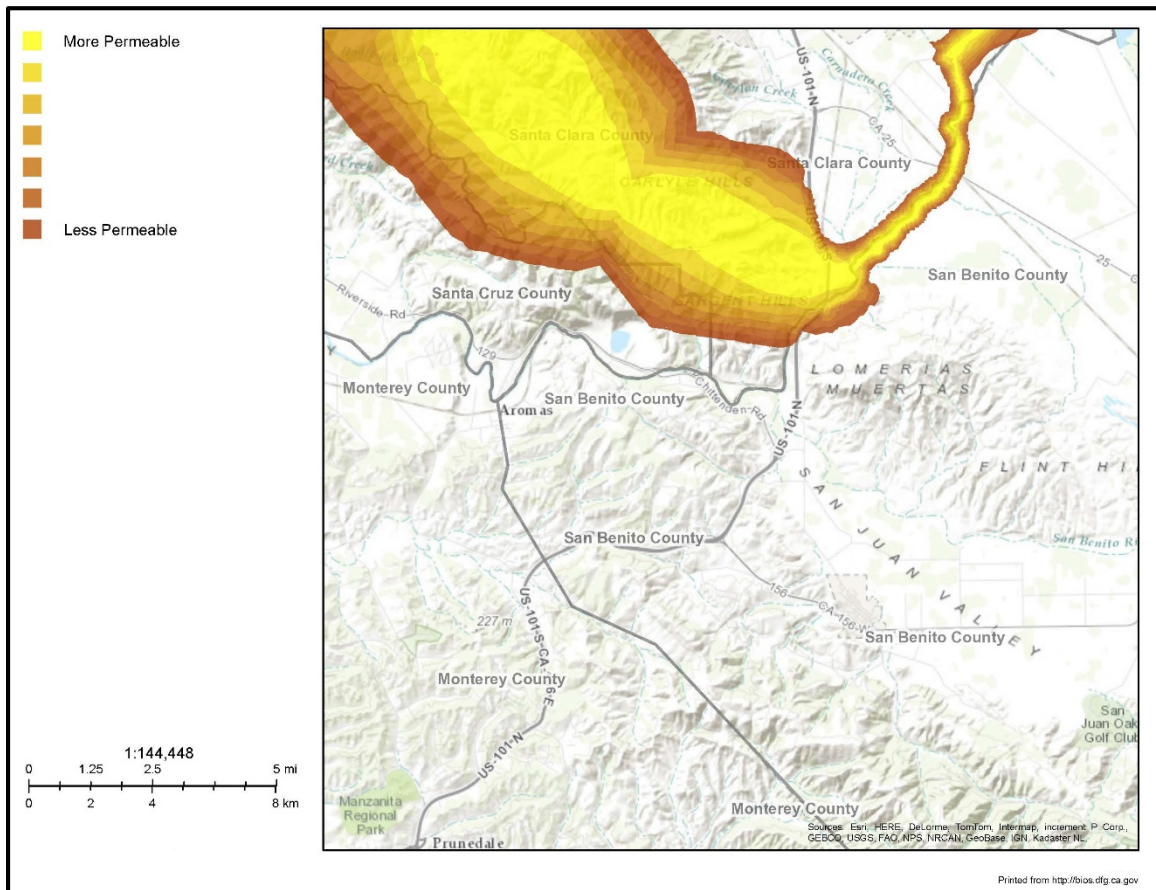
BIO-4 The proposed Plan potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites is **less-than-significant**.

The proposed Plan could result in a significant impact if new development would interfere with species movement or involve barriers or threats within wildlife corridors. Movement of wildlife can fall into three categories: movement along corridors, dispersal movements (juveniles colonizing new areas), and temporal migration movements (seasonal movements).

Given the urbanized environment of the City, its vehicular infrastructure, and human and pet presence, opportunities for wildlife movement in the urbanized portion of the City are minimal. The California Essential Habitat Connectivity (CEHC) map (Map 4.4-7) shows that San Juan Bautista has no habitat that is essential to connectivity for statewide wildlife migration.

The Essential Connectivity Areas as outlined by the California Essential Habitat Connectivity Project was part of the project commissioned by the California Department of Transportation (Caltrans) and California Department of Fish and Game (CDFG) to identify the network of connections between wildlands. The Essential Connectivity Map depicts Essential Connectivity Areas, corridors essential for ecological connectivity between Natural Landscape Blocks (Heather Rustigian-Romsos, Conservation Biology Institute, BIOS).

Map 4.4-7: Statewide Essential Connectivity Areas for San Juan Bautista Area



Source: California Department of Fish & Wildlife ACE-II Viewer, 2014

The build-out of the proposed plan focuses on building in urbanized spaces and preserving existing open space and agriculture. Therefore, the proposed Plan would not 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.

Further, the proposed Plan includes the following policies and programs that would also protect special-status species from future development. These proposed policies and programs include:

Objective LU 2.4

Increase the amount of infill development in the City.

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to: preserve agricultural land and viewsheds; protect groundwater supplies, air and water quality, and wildlife habitat; expand tourism; encourage desired industries; and avoid incompatible land uses.

Policy HO 4.1.3

Prioritize infill housing development.

Policy HO 4.1.4

Coordinate housing growth and the protection of open space.

Goal CO 1

Growth and development balanced with environmental quality.

Objective CO 1.1

Promote growth and development in balance with environmental quality.

Objective CO 1.2

Minimize the effects of urbanization on natural resources.

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Goal CO 4

Protection of wildlife, habitat, air quality, and water resources.

Objective CO 4.1

Protect all state and federally listed special-status species and their critical habitat.

Policy CO 4.1.1

Comply with federal and state laws regarding the protection of special-status species and habitat, as defined by US Fish and Wildlife Service.

Objective OS 3.3

Protect sensitive environmental areas, species, and watersheds in and surrounding the City.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Program OS 3.3.1.1

Separate wildlife habitat areas as protected open space.

Program OS 3.3.2.1

Partner with local agencies and land trusts to secure open space lands to preserve native species and their habitat.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

Applicable regulations:

None

Significance Before Mitigation: Less-than-significant

BIO-5 The proposed Plan's potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance is **less-than-significant**.

The proposed Plan would not conflict with any local policies or ordinances protecting biological resources, since there are no existing local policies or ordinances governing biological resources apart from state and federal mandates. The proposed Plan includes policies and programs that would support existing local policies and ordinances, and reduce to potential impacts to less than significant levels. These proposed policies and programs include:

Program CO 4.1.1.1

Provide a list of local native plant species for landscaping in order to prevent the introduction of invasive species.

Program CO 4.1.1.2

Establish tree protection guidelines.

Further, the proposed Plan includes the following policies and programs that would also protect special-status species from future development. These proposed policies and programs include:

Objective LU 2.4

Increase the amount of infill development in the City.

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to: preserve agricultural land and viewsheds; protect groundwater supplies, air and water quality, and wildlife habitat; expand tourism; encourage desired industries; and avoid incompatible land uses.

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Program CO 1.2.2.1

Underutilized or vacant lands should be given priority for development.

Policy CO 4.1.1

Comply with federal and state laws regarding the protection of special-status species and habitat, as defined by US Fish and Wildlife Service.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Program OS 3.3.1.1

Separate wildlife habitat areas as protected open space.

Program OS 3.3.1.2

Create educational programs for the preservation of open space for residents and visitors, such as brochures, way finding, and information kiosks.

Policy OS 3.3.2

Protect native species.

Program OS 3.3.2.1

Partner with local agencies and land trusts to secure open space lands to preserve native species and their habitat.

Program OS 3.3.2.2

Develop and design parks and open space with efficiency minimizing water, energy, and chemical use to preserve the natural landscape.

Program OS 3.3.2.3

Encourage landscaping of parks, open space, and scenic corridors with native plants and grasses to reestablish the natural landscape.

Policy OS 3.3.3

Integrate open space planning into the City's planning review process.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural areas, habitat corridors, waterways, and wetlands.

Applicable federal, state and local regulations, together with the proposed Plan's policies and programs, would reduce potential impacts to the special-status species and their habitats. Additional development, growing human population, and the associated increase in vehicular traffic could result in potentially significant impacts to biological resources.

Applicable regulations:

None

Significance Before Mitigation: Less-than-significant

BIO-6 The proposed Plan’s potential to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan is **less-than-significant**.

The City of San Juan Bautista does not have adopted Habitat Conservation Plans (HCPs) as defined in the federal Endangered Species Act Section 10(a)(2)(A), or any Natural Community Conservation Plan. The proposed Plan would therefore not conflict with any provisions from local conservation plans protecting biological resources, since there are no existing local policies or ordinances governing biological resources apart from state and federal mandates.

Further, the proposed Plan includes the following policies and programs that would also protect special-status species from future development. These proposed policies and programs include:

Objective LU 2.7

Prohibit land uses for or in support of oil and gas exploration and development in order to: preserve agricultural land and viewsheds; protect groundwater supplies, air and water quality, and wildlife habitat; expand tourism; encourage desired industries; and avoid incompatible land uses.

Goal CO 1

Growth and development balanced with environmental quality.

Objective CO 1.2

Minimize the effects of urbanization on natural resources.

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Goal CO 4

Protection of wildlife, habitat, air quality, and water resources.

Objective CO 4.1

Protect all state and federally listed special-status species and their critical habitat.

Policy CO 4.1.1

Comply with federal and state laws regarding the protection of special-status species and habitat, as defined by U.S. Fish and Wildlife Service.

Objective OS 3.3

Protect sensitive environmental areas, species, and watersheds in and surrounding the City.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Program OS 3.3.1.1

Separate wildlife habitat areas as protected open space.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

The proposed Plan, and its objectives, policies, and programs regarding biological resources do not conflict with any provisions of local habitat or natural community conservation plan, because San Juan Bautista and San Benito County have not adopted such plans.

Applicable regulations:

None

Significance Before Mitigation: Less-than-significant

4.4.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

BIO-1 The proposed Plan would have **potentially significant** impacts either directly or through habitat modifications, on 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.

Mitigation BIO-1a:

For any project activity that involves construction or ground-disturbing activities, all construction workers will be required to participate in environmental awareness training. The training will educate workers on: (1) special-status species that may occur in the work area, (2) procedures to follow in the event a species is observed, and (3) other environmental Best Management Practices (BMPs) and emergency spill response protocols.

Mitigation BIO-1b:

All non-emergency work activities will be confined to daylight hours (i.e., sunrise to sunset), unless necessary for assessing or protecting biological resources.

Mitigation BIO-1c:

Best Management Practices

- a) Prior to conducting work in streams, CDFW will identify the limits of the required access routes and encroachment into the stream. CDFW will restrict access routes and encroachment into the stream to the maximum extent while still allowing for necessary activities to be completed. CDFW will take care to prevent trampling riparian vegetation during daily visits to Project sites; as necessary, multiple routes to in-channel Project sites will be identified and used. Disturbance of riparian vegetation will be avoided to the greatest extent practicable. Access routes will not be overtly flagged, to prevent drawing attention to Project equipment and possible damage to related riparian habitat by persons not related to the Project.
- b) A spill prevention plan will be prepared describing measures to be taken to minimize the risk of fluids or other materials used during construction (e.g., oils, transmission and hydraulic fluids, cement, or fuel) from entering streams or contaminating adjacent riparian areas. In addition to a spill prevention plan, a

cleanup protocol will be developed before construction begins and will be implemented in case of a spill.

- c) Stockpiling of materials, including portable equipment, vehicles, and supplies (e.g., chemicals), will be restricted to the designated construction staging areas, exclusive of any riparian and wetland areas.
- d) A qualified biological monitor will be present during construction activities that include clearing, grubbing, pruning and /or trimming of vegetation. The qualified biological monitor will also visit each job site during construction initiation, midway through construction, and at the close of construction to monitor implementation of conservation measures and water quality.

Mitigation BIO-1d:

Avoid and minimize effects to special-status plants.

- a) Within one year prior to the commencement of ground-disturbing activities, habitat assessment surveys for the special-status plants listed in Table J-1 of Appendix J will be conducted by a qualified botanist in accordance with the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFG 2009 or current version) and at the appropriate time of year when the target species would be in flower or otherwise clearly identifiable.
- b) Locations of special-status plant populations will be clearly identified in the field by staking, flagging, or fencing a minimum 100- foot wide buffer around them prior to the commencement of activities that may cause disturbance. No activity will occur within the buffer area.
- c) Some special-status plant species are annual plants, meaning the plant completes its entire lifecycle in one growing season. Other special-status plant species are perennial plants that return year after year until they reach full maturity. Due to the differences in life histories, all general conservation measures will be developed on a case-by-case basis and will include strategies that are species and site-specific to avoid or minimize impacts to special-status plants.
- d) Minimization measures may include transplanting perennial species, seed collection and dispersal for annual species, and other conservation strategies that will protect the viability of the local population. If minimization measures are implemented, monitoring of plant populations will be conducted annually for 5 years to assess the mitigation's effectiveness. The performance standard for the mitigation will be no net reduction in the size or viability of the local population.

Mitigation BIO-1e:

Avoid effects to California Tiger Salamander.

- a) Prior to commencing any ground-disturbing activities, the work area will be assessed by CDFW or a qualified biologist for potential California tiger salamander (CTS) habitat. All potential CTS breeding ponds and upland habitat with 1.3 miles

of a potential breeding pond will be considered suitable habitat. Ground-disturbing activities will avoid areas that contain suitable breeding and upland habitat for CTS, whenever possible.

Mitigation BIO-1f:

Minimize effects to California Tiger Salamander.

- a) Prior to conducting ground-disturbing activities in suitable CTS habitat, CDFW will conduct a minimum of 2 years of surveys to determine the presence/absence of CTS in accordance with the Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS 2003). In consultation with the USFWS, CDFW may modify survey protocols to reflect site conditions and known utilization of habitat by CTS. In the absence of protocol surveys, CDFW will assume presence of CTS in all potential breeding and upland refugia habitat.
- b) To the extent feasible, all ground-disturbing activities will be designed to avoid impacts to suitable CTS upland habitat. Such avoidance measures may include adjusting access routes or choosing alternate locations.
 - In the absence of conducting 2 years of protocol surveys or in the event protocol surveys detect CTS, CDFW will consult with the USFWS and after consultation will implement the following minimization measures during construction in suitable CTS habitat:
 - Prior to commencing ground disturbing activities, construction workers will be educated regarding CTS, and the measures intended to protect this species. When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for CTS.
 - Burrows considered suitable for CTS will be determined by a qualified biologist, approved by USFWS. All suitable burrows directly impacted by construction will be hand excavated under the supervision of a qualified wildlife biologist.
 - If CTS are found, the biologist will relocate the organism to the nearest burrow that is outside of the construction impact area.
- All ground-disturbing work will occur during daylight hours in coordination with USFWS, and depending on the level of rainfall and site conditions. CDFW will monitor the National Weather Service (NWS) 72-hour forecast for the work area. If a 70% or greater chance of rainfall is predicted within 72 hours of project activity, all activities in areas within 1.3 miles of potential or known CTS breeding sites will cease until no further rain is forecast. If work must continue when rain is forecast, a qualified biologist will survey the Project site before construction begins each day rain is forecast. If rain exceeds 0.25 inch during a 24-hour period, work will cease until no further rain is forecast. This restriction is not applicable for areas located greater than 1.3 miles from potential or known CTS breeding sites once they have been encircled with CTS exclusion fencing. However, even after exclusion fencing

is installed, this condition would still apply to construction related traffic moving through areas within 1.3 miles of potential or known CTS breeding sites but outside of the salamander exclusion fencing (e.g. on roads).

- For work conducted during the CTS migration season (November 1 to May 31), exclusionary fencing will be erected around the construction site during ground-disturbing activities after hand excavation of burrows has been completed. A qualified biologist will visit the site weekly to ensure that the fencing is in good working condition. Fencing material and design will be subject to the approval of the USFWS. If exclusionary fencing is not used, a qualified biological monitor will be on-site during all ground disturbance activities. Exclusion fencing will also be placed around all spoils and stockpiles.
- For work conducted during the CTS migration season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no CTS are in the work area. Prior to beginning work each day, underneath equipment and stored pipes greater than 1.2 inches (3 cm) in diameter will be inspected for CTS. If any are found they will be allowed to move out of the construction area under their own accord.
- Trenches and holes will be covered and inspected daily for stranded animals. Trenches and holes deeper than 1 foot will contain escape ramps (maximum slope of 2:1) to allow trapped animals to escape uncovered holes or trenches. Holes and trenches will be inspected prior to filling.
- All food and food-related trash will be enclosed in sealed trash containers at the end of each workday and removed completely from the construction site once every three days to avoid attracting wildlife.
- A speed limit of 15 mph will be maintained on dirt roads.
- All equipment will be maintained such that there are no leaks of automotive fluids such as fuels, oils, and solvents. Any fuel or oil leaks will be cleaned up immediately and disposed of properly.
- Plastic monofilament netting (erosion control matting) or similar material will not be used at the Project site because CTS may become entangled or trapped. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds.
- Hazardous materials such as fuels, oils, solvents, etc. will be stored in sealable containers in a designated location that is at least 100 feet from wetlands and the San Joaquin River channel. If it is not feasible to store hazardous materials 100 feet from wetlands and the river channel, then spill containment measures will be implemented to prevent the possibility of accidental discharges to wetlands and waters.

Mitigation BIO-1g:

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

Mitigation BIO-1h:

No more than 30 days prior to any ground disturbing activities, a qualified biologist shall conduct a preconstruction/take avoidance survey for burrowing owls using methods described in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation (Staff Report) (CDFW 2012). If no owls are detected during the initial take avoidance survey, a final survey shall be conducted within 24-hours prior to ground disturbance to confirm that owls are still absent. If present and no nesting has begun, nest exclusion doors or avoidance buffers may be used as negotiated with CDFW. No disturbance should occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters (approximately 250 feet) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. It is recommended that an initial burrowing owl survey be performed during December and early January. If owls are discovered, passive relocation of the owls can take place. If owls are discovered after February 1, the owls must be left on site and a 250-foot buffer established until September 1.

Mitigation BIO-1i:

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

supports steelhead, the applicant shall consult with the National Marine Fisheries Service (NMFS) prior to any construction activities and obtain appropriate permits if “take” of the species is likely to occur. If Steelhead is identified as occurring, appropriate mitigation measures to reduce impacts to a less-than significant level would be coordinated with the NMFS. A qualified fisheries biologist shall be present for any work occurring within the creek bed. The biologist shall implement NMFS approved procedures to ensure that no special-status fish species are harmed by project-related activities. At a minimum, these procedures shall include the relocation of fish from the disturbance area and the temporary placement of barriers to prevent fish from entering the disturbance zone. Other measures may be implemented upon their approval by NMFS. Mitigation Measure IV-5, below, also would help to protect potential steelhead habitat.

Mitigation BIO-1j:

San Juan Bautista shall perform a baseline inventory of land cover, special-status species habitat, sensitive natural communities, riparian habitat, landscape level migratory corridors, and wetlands within the planning area. The inventory shall include identification of wetlands and ponds as feasible habitat based on existing data sources and aerial interpretation. This inventory should be updated at a minimum of ten-year intervals. The baseline inventory can exclude areas that are not under the jurisdiction of San Juan Bautista, such as resources in other cities, or on state and federal lands.

Mitigation BIO-1k:

San Juan Bautista shall adopt standards for preparing biological resources assessments that meet the requirements of natural resource agencies, such as the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. San Juan Bautista shall require an assessment consistent with these requirements prior to considering approval of any development project that may impact natural lands (subject to site conditions and available technical information) as determined by the City of San Juan Bautista.

Mitigation BIO-1l:

San Juan Bautista shall prepare and formally adopt guidelines and standards for the preparation of biological resource assessments. At a minimum, an applicant’s biological resources assessment, when required, shall include the following as appropriate:

- a) An inventory of biological resources on the project site including a description of the plant communities and habitats found on the site.
- b) Results of appropriately timed surveys for special-status plants and animals using methods that are consistent with the existing state and federal resource agency protocols, and that are conducted by qualified biologists familiar with the biological resources of San Juan Bautista and San Benito County.

- c) An analysis of wildlife movement corridors on or adjacent to the project site. The movement corridor study shall identify species that potentially use the site as a movement corridor, the time of year that the corridor is used, potential impacts to the corridor from the proposed activity, and recommendations to avoid or mitigate the effects of the project or activity. Mitigation measures shall ensure that existing stream channels and riparian corridors continue to provide wildlife movement and access. An analysis of wildlife and/or fish nursery sites (e.g., nest sites, dens, spawning areas) on the site. This analysis should consider not only the seasonal occurrence of species on the site, but also the nest site fidelity that may be exhibited by past occupants of the site.
- d) Avoidance measures to be implemented before, during, and after project/activity implementation to avoid impacting sensitive communities and special-status plants, animals, and their habitats.
- e) Where avoidance is not possible, the applicant shall provide a mitigation and monitoring plan that fully compensates for the habitat functions and values lost due to the action. The plan shall specify the compensatory mitigation for lost habitat that is consistent with existing state and federal mitigation standards. The plan shall specify monitoring activities that are adequate to ensure the success of the mitigation. Alternatively, if the City has an approved HCP and/or HCP/NCCP, the applicant shall comply with the requirements of those plans, as well as any additional conditions set forth in the incidental take permit(s) that the plans support.
- f) All mitigation measures and monitoring activities shall be fully funded with a secure funding source prior to implementation of habitat or species mitigation and monitoring plans. Habitat preserved as part of any mitigation and monitoring plan shall be preserved in perpetuity through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected.

Significance After Mitigation: Less-than-significant

BIO-2 The proposed Plan would have **potentially significant** impacts 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.

Mitigation BIO-2a:

A 100-foot setback area shall be established along all rivers, streams, and creeks within the planning area. The setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. A 100-foot setback area shall be established

along wetlands not associated with creeks (i.e., seasonal wetland swales or ponds within the planning area. The riparian setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. The wetland setback shall be measured from the outside edge of the wetland. Development activities would be prohibited in the setback area; the City shall consider exceptions for open space recreational uses (i.e., trails, playfields, and picnic areas). No building or structures shall be developed in the setback area. The existing riparian woodland or wetland shall be protected from construction disturbance. Fencing shall be temporarily placed at the outside edge of the setback area. This fencing shall remain in-place until construction is complete. If recreational trails are placed within the buffer area, implement a re-vegetation program wherein a vegetative buffer is established between the trail and the outside edge of the riparian woodland.

Mitigation BIO-2b:

Project developers shall be required to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible. Where stream banks must be deepened, widened, or straightened, they should be landscaped and re-vegetated afterward. Where wetlands are impacted, they should be re-created afterwards. If impacts are incurred to creeks and/or riparian woodlands as part of development within the planning area, the project applicant shall develop and implement a riparian/wetland habitat mitigation and management plan. The plan shall specify the replacement ratio for impacts to riparian resources and to wetland resources, pursuant to current state and federal policies. The project applicant shall receive authorization to fill wetlands and “other” waters from the US Army Corps of Engineers, pursuant to the requirements of the Clean Water Act. The project applicant shall also obtain a water quality certification (or waiver) from the Regional Water Quality Control Board, consistent with requirements of this state agency. The project applicant shall also obtain a 1601/1603 Streambed Alteration Agreement from the California Department of Fish and Game, pursuant to Fish and Game Code. These permits shall be received prior to any site grading that may occur in or immediately adjacent to creeks or wetlands. The project applicant shall also receive authorization from the National Marine Fisheries Service for “take” of steelhead and from the U. S. Fish and Wildlife Service for “take” of California red-legged frog, if work cannot avoid impacts to creek resources and/or these species. Pursuant to provisions of the Section 404 permit, 1601/1603 Streambed Alteration Agreement and State water quality certification (or waiver), the project applicant shall implement a riparian/wetland mitigation plan, and any other measures so identified by regulatory agencies. This plan shall identify measures for the applicant to compensate for unavoidable impacts to riparian or wetland resources. A minimum 1:1 replacement ratio is typically recommended for impacted wetland resources to satisfy requirements of the U.S. Army Corps of Engineers and the Regional Water Quality Control Board (RWQCB). A minimum 3:1 replacement ratio is typically recommended for impacted riparian resources to satisfy requirements of the CDFG. The applicant shall also identify and implement a 5-year maintenance and monitoring program.

Mitigation BIO-2c:

San Juan Bautista shall cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.

Mitigation BIO-2d:

The City shall require project developers to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas. All coast live oak and valley oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed, the construction should be postponed until the end of the fledgling.

Significance After Mitigation: Less-than-significant

BIO-3 The proposed Plan will have **potentially significant** effects 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.

Mitigation BIO-3a:

Wetland delineation shall be prepared to document the extent of jurisdictional features if any construction activity could result in impacts to wetlands/waters that may be potentially considered jurisdictional. If the wetlands/waters are deemed jurisdictional and construction activities are proposed that could impact these features, permits shall be obtained prior to construction. Setbacks from the wetlands/water features may be required to protect habitat and water quality.

Mitigation BIO-3b:

- If vernal pools have the potential to be disturbed by a project activity, a qualified biologist will identify and map vernal pools and seasonal wetland habitat potentially suitable for listed vernal pool plants, invertebrates, and western spadefoot toad

within the footprint. A 250-foot no disturbance buffer will be established from the high water mark of the vernal pool or wetland habitat and will be delineated by staking, flagging or fencing. Access, egress, and ground-disturbing activities will be sited to avoid vernal pools.

- If vernal pools are present, a 250-foot no disturbance buffer will be established from the high water mark of vernal pools and seasonal wetlands that provide suitable habitat for vernal pool crustaceans or vernal pool plants. This buffer will be established prior to ground-disturbing activities, and remain until ground-disturbing activities in that area are completed. Vernal pool habitat and buffer areas will be clearly identified in the field by staking, flagging, or fencing.
- If activities occur within the micro-watershed or 250-foot buffer for vernal pool habitat, wetland delineation will be submitted to USACE for verification and mitigation requirements will be determined. CDFW will develop a compensatory mitigation plan consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and other applicable regulations and rules at the time of implementation that will result in no net loss of acreage, function, and value of affected vernal pool habitat. Unavoidable effects will be compensated through a combination of creation, preservation, and restoration of vernal pool habitat or purchase of credits at a mitigation bank approved by the applicable regulatory agency/agencies.
- As applicable, Project effects and compensation will be determined in consideration of the Vernal Pool Recovery Plan goals for core areas, which call for 95% preservation for habitat in the Grasslands Ecological Area and Madera core areas, and 85% habitat preservation in the Fresno core area (USFWS 2005).
- Appropriate compensatory ratios for loss of habitat both in and out of core areas would be determined during coordination and consultation with USFWS, as appropriate.
- If off-site compensation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures will be developed as part of the USFWS coordination and consultation process. The plan will include information on responsible parties for long-term management, holders of conservation easements, long-term management requirements, and other details, as appropriate, for the preservation of long-term viable populations. Any impacts that result in a compensation purchase will be required to do so with an endowment for land management in perpetuity prior to any project groundbreaking activities.

Significance After Mitigation: Less-than-significant

Biological Resources References

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4.5 CULTURAL RESOURCES

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This chapter examines the regulatory framework and existing conditions regarding cultural resources in the City of San Juan Bautista in order to evaluate potential impacts associated with development of the proposed Plan. The evaluation assesses historically and architecturally significant resources as well as archaeological and paleontological resources.

4.5.1 ENVIRONMENTAL SETTING

4.5.1.1 REGULATORY FRAMEWORK

This section discusses the policies and regulations that apply to cultural resources in the City of San Juan Bautista. There are applicable regulations at the federal, State and local levels.

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 created a National Register of Historic Places (National Register) for the official designation of historic resources including districts, sites, buildings, structures, and objects of significance in American history, architecture, archeology, engineering and culture. To qualify for significance in the National Register, resources must possess integrity of location, design, setting, materials, workmanship, feeling and association, in addition to any of the following:

- Be associated with events that made a significant contribution to the broad patterns of American history; or
- Be associated with lives of significant persons in or past; or
- Embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity; or
- Have yielded or may yield, information important in history and prehistory.

Resources less than 50 years old are not considered eligible with the exception of those resources that have achieved significance of exceptional importance. The California Environmental Quality Act (CEQA) requires the evaluation of projects that affect properties that are listed in the National Register.

State Regulations

The California Environmental Quality Act (CEQA)

CEQA Guidelines (2014) section 15064.5 requires local agencies to determine if a project may cause substantial adverse change in the significance of a historical resource. CEQA considers impacts to historical resources as impacts to the environment. This is to protect historical resources from substantial adverse change through physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings. Adverse change to these resources could potentially impair the material significance. CEQA defines historical resources as meeting one of four requirements:

1. If a resource is listed, or determined eligible for listing, in the California Register of Historical Resources.
2. The resource is included in a local register of historical resources, as defined in section 5020.1 (k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, unless a preponderance of evidence demonstrates it is not historically or culturally significant.
3. The lead agency has determined that the resource is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, and may be considered a historical resource so long as the lead agency's determination is supported by substantial evidence in light of the whole record.

4. If the lead agency determines the resource may be a historical resource as defined in Public Resources Code Sections 5020.1 (j) or 5024.1 and the resource is not listed or eligible for listing in the California Register of Historical Resources, not included in a local register (pursuant to section 5020.1 (k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria of section 5024.1 (g) of the Public Resources Code).

In addition, Public Resources Code Section 21083.2 and Section 15126.4 of the CEQA Guidelines (2014), state that the lead agency shall determine whether a project may have a significant impact on archaeological resources. If a project is determined to cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all resources to be preserved in place or left in an undisturbed state. Preservation in place is preferred to mitigation measures. Preservation in place maintains the relationship between artifacts and the archaeological context. The Public Resources Code provides required mitigation if unique archaeological resources are not preserved in place or not left in an undisturbed state.

Section 15064.5 of the CEQA Guidelines (2014) specifies procedures in the event of an accidental discovery of Native American human remains on non-federal land. These provisions protect such remains from disturbance, disinterment, and inadvertent destruction, outline procedures to be implemented if Native American remains are discovered, and establish the Native American Heritage Commission (NAHC) as the authority to identify the most likely descendant and mediate any disputes regarding disposition of such remains.

California Register of Historic Resources (California Register)

Assembly Bill 2881 (Statutes of 1992, Chapter 1075) gives the State Historical Resources Commission authority to designate the California Register of Historic Resources as an authoritative guide in California. The guide is to be used by state and local agencies, private groups, and citizens to identify historical resources for state and local planning purposes, determine eligibility for state historic preservation grant funding, and afford certain protections under CEQA. The program includes properties that have been listed, or formally determined eligible for listing, in the National Register, as State Historic Landmarks, or as Points of Historical Interest. A resource may be listed as a historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. It is associated with the lives of persons important in California's past.

3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.
4. It has yielded or is likely to yield information important in prehistory or history.

Additional resources may be eligible for the California Register, and require nomination and approval for listing by the State Historic Resources Commission. Resources contributing to the significance of a local historic district, individual historical resources, historical resources identified in historic surveys conducted in accordance with the State's Office of Historical Preservation (OHP) procedures, historic resources or districts designated under a local ordinance consistent with the procedures of the State Historic Resources Commission, and local landmarks or historic properties designated under local ordinance, have the potential for approval. Additionally, for a resource to be eligible for the California Register of Historic Resources, it must retain sufficient integrity to be recognizable as a historical resource and be able to convey its significance. If the historical resource is privately owned it may not be listed over the objection of the owner.

2013 California Historical Building Code, California Code of Regulations, Title 24, Part 8

The California Historical Building Code (CHBC), as stated in Sections 18950 to 18961 of Division 13, Part 2.7 of Health and Safety Code, and subject to the rules and regulations in 24 CCR Part 8, supplies regulations and standards for the rehabilitation, preservation, restoration, or relocation of historical buildings, structures, and properties. According to the CHBC, a qualified historical building or structure is any structure or collection of structures, and their associated sites deemed of importance to the history, architecture or culture of an area by an appropriate local or State governmental jurisdiction. This includes any structures in existing or future national, state, or local historical registers or official inventories, such as the National Register of Historic Places, State Historical Landmarks, State Points of Historical Interest, and city or county registers or inventories of historic or architecturally significant sites, places, historic districts, or landmarks.

Health and Safety Code Section 7052 and 7050.5

Sections 7052 and 7050.5 of the Health and Safety Code outlines penalties associated with the intentional disturbance, mutilation, or removal of interred human remains. Health and Safety Code 7050.5 provides procedural guidelines for the discovery of human remains outside of a dedicated cemetery. The disinterment of remains known to be human and without the authority of law is a felony and intentional disturbance of remains is a misdemeanor.

California State Senate Bill 18

Senate Bill (SB) 18, effective March 1, 2005, requires local governments (cities and counties) to consult with Native American tribes to aid in the protection of traditional tribal

cultural places through local land use planning. SB 18 provides California Native American tribes an opportunity to participate in local land use decisions of planning. The purpose of the bill is to protect or mitigate impacts to cultural places with the intent of involving the tribes at early planning stages. This allows for consideration of cultural places in the context of broad local land use policy prior to an individual site-specific project where land use designations are made by the local government. This bill is meant to protect land with special religious or social significance to California Native American tribes.

Public Resources Code Section 5097

Public Resources Code Section 5097 identifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. The character of Native American burials falls within the jurisdiction of the NAHC. The NAHC prohibits willfully damaging any historical, archaeological, or vertebrate paleontological site or feature on public lands.

Local/Regional Regulations

City of San Juan Bautista Municipal Code

The *City of San Juan Bautista Municipal Code* addresses all the rules and regulations for zoning districts that apply to city development. Due to San Juan Bautista's unique historical character, the City has dedicated a chapter in its municipal code, Chapter 11.06 Historic Resource Preservation Ordinance, to preserve the integrity of the City's historical resources. This was done in order to promote the public health, safety, and general welfare of the City of San Juan Bautista by providing for the identification, protection, enhancement, perpetuation, and use of improvements, buildings, structures, signs, objects, records, manuscripts, features, sites, places, landscapes, and areas within the City. These places reflect historic or cultural elements of the City's architectural, artistic, cultural, engineering, aesthetic, historical, archeological, natural, geological, scientific, educational, political, social, military, and other cultural heritage. The ordinance establishes a historic resources board and designates the Planning Commission as the "Historic Resources Board." The ordinance further establishes the City of San Juan Bautista Register of Historical Resources.

4.5.1.2 EXISTING CONDITIONS

This section discusses the existing conditions related to Cultural Resources, including the history and cultural resources of the City of San Juan Bautista.

History of San Juan Bautista

The City of San Juan Bautista has a very rich history that is a key part of the City's identity, which led the City to adopt the sobriquet "the City of History." Although San Juan Bautista is known for Mission San Juan Bautista, the Mutsun Indians previously inhabited the area. One of the former Mutsun Indian Village sites is located in the Eastern edge of the San Juan Bautista City Limits. The Mission was established in 1797 and was the 15th mission in the California Mission System, although settlers had been in the general area since the 17th century. The City of San Juan Bautista Historical Resources Board prepared a report to determine local historically significant sites and found that the City experienced seven major historical periods:

1. The Mission Period (1797-1834)
2. The Mexican Ranchero Period (1834-1846)
3. A Growing Town: San Juan Bautista as an Important Transportation and Trade Center (1848-1875)
4. Economic Decline- The Southern Pacific Railroad chooses Hollister for its Depot (1875-1906)
5. The Boom of New Industry—the Cement Plant (1906-1932)
6. Agriculture Continues in San Juan Bautista (1900-1960)
7. Returning GIs and the Postwar Housing Boom (1942-1960).

Each of these periods of history created many historically significant sites in the area. The 2005 report determined there were 340 of these properties. Seven of these properties are included in the National Historical Register and four are considered California State Landmarks.

Paleontological Resources

Paleontology is the study of plant and animal fossils. Fossils are often the remains of bones, teeth, shells, and wood found in the local geology. There is great potential for the discovery fossils in San Juan Bautista because other fossils have been found within San Benito County. The locations of paleontological resources are restricted so that they can be preserved and protected to prevent loss of resources.

Archeological Resources

San Juan Bautista before the Mission Period was home to the Mutsun Indians, who settled at the base of San Juan Canyon. Because of this, most of the area within San Juan Bautista and its sphere of influence is archeologically sensitive. An archeological site is potentially within or close to the development planned south of State Route-156. The exact location of the site is protected to prevent vandalism and potential loss of resources.

Historical Resources

Federal and State Designated Historic Resources

The City of San Juan Bautista boasts the highest number of properties on the National Register in San Benito County. Table 4.5-1 lists all of these properties, including those that are State Historical Landmarks.

Table 4.5-1 List of Registered State and California Historic Landmarks

Name (Landmark Number)	National Historic Registry	California State Landmark	Date Listed
Anza House (N47)	X		4/15/1970
Castro House (179)	X	X	3/6/1935
Fremont Peak (181)		X	3/6/1935
Marentis House (N1306)	X		9/13/1984
Mission San Juan Bautista and Plaza (195)		X	6/20/1935
Plaza Hotel (180)	X	X	3/6/1935
Rozas House (N1089)	X		4/12/1982
San Juan Bautista Plaza Historic District (N44)	X		12/8/1969
Benjamin Wilcox House (N1038)	X		2/19/1982
Third Street Historic District (08001277)	X		1/9/2009

Source: California State Parks, Office of Historic Preservation 2014

The landmarks on the Register hold great value to San Juan Bautista; many of the places are directly related to the growth and industry of the town. Mission San Juan Bautista in particular is one such landmark, because the missions hold great historical value in terms of the founding of Alta California. Alta California was the name of the Spanish-controlled areas of the current State of California. Mission San Juan Bautista also created successful agricultural fields due to the labor force of nearby California Indians. San Juan Bautista is centrally located between Monterey and San Francisco, which were both economic centers of Alta and Early California. San Juan Bautista has also drawn historical figures such as Jose Castro, the former commandant of Alta California. Jose Castro built the Castro house, located within Historic District in the heart of downtown of San Juan Bautista, in the adobe style.. Many of the other houses that are listed in the State and National Register are named after notable residents as well.

City Designated Historic Resources

San Juan Bautista is unique in that it has many significant historical resources beyond those that are eligible for recognition as State and Federal Designated Historic Resources. A comprehensive study of possible Historical Resources to be added to or maintained in the City of San Juan Bautista Historical Register was conducted in 2002 and included in the Historic San Juan Bautista Plan. Of the over 700 potential Historical Resources to be listed on the San Juan Bautista Historical Register, 304 were listed. Of the 304 Historic Resources, 49 are also on the State and Historical Registered Resources. Many of these local registered sites are homes with unique architectural character that have been maintained from the time they were built. In addition, there are four sites eligible for National or California Historical Registry Listing, 111 sites listed as historically significant or eligible for local registry, and 204 sites that are potentially significant but need further

review (City of San Juan Bautista, 2006). The City maintains a list of all of these properties. The list has multiple levels of designation in order to distinguish which sites are already registered landmarks. These sites were designated by way of field research and the use of historical maps to find areas with buildings of historical significance. They were verified with written historical data and a site visit.

4.5.2 STANDARDS OF SIGNIFICANCE

4.5.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5;
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5;
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or
4. Disturb any human remains, including those interred outside of formal cemeteries.

4.5.2.2 METHODOLOGY

The cultural resources impact assessment was based on a review of the National, California, and Local Historical Register, in addition to the applicable legislative code. The discussion follows, and is organized by the impact criteria laid out in Appendix G.

4.5.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to cultural resources.

CULT-1	The proposed Plan is not expected to cause adverse change in significance of a historical resource as defined in Section 15064.5.
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Implementation of the proposed Plan could have a significant environmental impact if it would cause substantial adverse change in the significance of a historical resource, which is any building, structure, feature object, or site of historic or cultural importance, as listed on National Register, California Register, or designated a historic resource by the City of San Juan Bautista. While the act of adopting the Plan would not directly result in impacts, it would allow development and redevelopment that could potentially impact historic

resources through direct alteration, damage, or demolition of listed or registered historic structures or historic sites.

As identified in Section 4.4.1.2, Existing Conditions, the National, California, and Local Registry lists 49 sites and 111 as significant or eligible for some form of registry. The proposed Plan supports citywide infill projects, and such infill projects could be located in the Downtown Historical District. If any future project under the proposed Plan included any listed, registered, or registry eligible buildings, such a project would have the potential to alter or destroy these listed historic buildings or modify their settings, which would be considered a potentially significant impact.

Several existing regulations will ensure that development and redevelopment activities allowed under the proposed Plan do not cause a substantial adverse change. As described in Section 4.4.1.1, Regulatory Framework, Title 24, Part 8 of the California Code of Regulations ensures that historic buildings and structures are rehabilitated, preserved, restored, and relocated in an appropriate manner. Also, Chapter 11.06 Historic Resource Preservation Ordinance protects City-designated historic resources under its Historic Preservation Program by providing standards for, and review of, modification, alternation, demolition, or removal of historical resources. These regulations help reduce potential impacts to historical resources.

The Historic Preservation & Community Design Element of the proposed Plan provides many policies and programs in support of Historic Preservation with emphasis on proper restoration and the incorporation of the older historic building with new development through architecture and scale.

Objective HPCD 1.2

Maximize Historic preservation efforts in the city.

Policy HPCD 1.2.1

Support the financial feasibility of historic property ownership.

Program HPCD 1.2.1.1

Support prioritization of the City's historic resources through communication within the community.

Program HPCD 1.2.1.2

Utilize available federal, state, and private funding through listing eligible properties with the National Register.

Program HPCD 1.2.1.3

Work with the California State Office of Historic Preservation and the County Assessor to activate a Mills Act Property Tax Abatement Program.

Policy HPCD 1.2.2

Support fund-raising opportunities for historical property owners.

Program HPCD 1.2.2.1

Develop a signage plan to advertise historic tourism.

Program HPCD 1.2.2.2

Develop historical tourism activities.

Policy HPCD 1.2.3

Adopt the Secretary of the Interior's standards for the treatment and definition of historic properties.

Program HPCD 1.2.3.1

Update inventory of local Historic resources in the city every 10 years.

Goal HPCD 2

A city with a Historical sense of place

Objective HPCD 2.1

Retain the architectural heritage of San Juan Bautista.

Policy HPCD 2.1.1

New development should respect the historical scale and style of development.

Program HPCD 2.1.1.1

Preserve such traditional site features as variations in lot sizes, setbacks, and landscaping.

Program HPCD 2.1.1.2

Allow for a variety of traditional building styles in new residential development, consistent with the diverse architectural heritage of San Juan Bautista's homes.

Policy HPCD 2.1.2

Promote energy efficient retro-fits and upgrades to historic buildings.

Program HPCD 2.1.2.1

Develop design guidelines for solar panel installation on historic properties.

Program HPCD 2.1.2.2

Develop a programmatic agreement with the State Office of Historic Preservation to streamline energy efficient upgrades of listed historic properties.

Applicable regulations:

California Historic Register
National Historic Register
San Juan Bautista Inventory of Historical Resources
California Historic Building Code
City of San Juan Bautista Municipal Code
Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

CULT-2 The proposed Plan is **not expected** to cause adverse change in significance of an archeological resource as defined in Section 15064.5.

Construction activities associated with build out of the proposed Plan could cause a significant impact to archaeological resources in the plan area by potentially damaging or disturbing as yet undiscovered archaeological deposits through the placement of fill and soil compression. As such, the potential for encountering archeological resources is high in some sections of the plan area.

Implementation of Open Space Policy 3.2.1 and Conservation Programs 1.2.1.1 and 3.2.1.4 would reduce the potential for damage to archaeological resources in San Juan Bautista associated with implementation of the proposed Plan:

Objective OS 3.2

Maintain the City's historic and cultural parks and open space.

Policy OS 3.2.1

Support heritage values of parks and open space with historic and cultural significance.

Program OS 3.2.1.1

Implement historic preservation plans for parks and open spaces.

Program OS 3.2.1.2

Build awareness and community support of historical and cultural sites with public events and publications in local newspapers.

Program OS 3.2.1.3

Educate the public regarding laws, codes, and ordinances forbidding the collection of items associated with archeological, historical, and paleontological sites.

Program OS 3.2.1.4

Identify and work towards the preservation of significant historic and cultural lands.

Program CO 1.2.1.1

Maintain strong oversight of CEQA impact mitigation monitoring plans.

Applicable regulations:

California Public Resources Code Section 21083.2

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

CULT-3 The proposed Plan is **not expected** to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.

The proposed Plan would have a significant environmental impact if it would directly or indirectly destroy a unique paleontological resource (fossil), or site, or unique geologic feature. While the act of adopting the Plan would not directly result in impacts, construction activities facilitated by adoption of this proposed Plan could result in the damage of resources. Examples of impacts include damage to such resources caused by grading or excavation.

As identified in Section 4.4.1.2, Existing Conditions, the potential for encountering fossil remains of significance are possible in the Plan Area due to fossils found in a nearby area from the Late Cretaceous, Pleistocene, Pliocene, Miocene, Eocene, and Paleocene epochs. The University Of California Museum Of Paleontology Specimen Search database has numerous specimens, 677 to be exact, in the county area. Impacts to paleontological resources associated with build out under the proposed Plan could be potentially significant.

Program OS 3.2.1.2

Build awareness and community support of historical and cultural sites with public events and publications in local newspapers.

Program OS 3.2.1.3

Educate the public regarding laws, codes, and ordinances forbidding the collection of items associated with archeological, historical, and paleontological sites.

Significance Before Mitigation: Potentially Significant

CULT-4 The proposed Plan is **not expected** to disturb any human remains, including those interred outside of formal burial cemeteries.

Considering the location of the City of San Juan Bautista, there is a possibility of coming across human remains when developing previously unoccupied areas. Many California Missions are located in close proximity to local Indian Tribes, meaning there is a greater chance of coming across Indian remains outside of a traditional cemetery. San Juan Bautista is no different, and any known sites of Indian Villages are protected to preserve their integrity. If development occurs due to the proposed Plan, impacts are possibly significant and unavoidable.

Program OS 3.2.1.2

Build awareness and community support of historical and cultural sites with public events and publications in local newspapers.

Program OS 3.2.1.3

Educate the public regarding laws, codes, and ordinances forbidding the collection of items associated with archeological, historical, and paleontological sites.

Applicable regulations:

SB18

California Health and Safety Code Section 7052 and 7050.5

California Public Resources Code Section 5097 and 15064.5

City of San Juan Bautista 2035 General Plan

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

CULT-5 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **potentially significant** cumulative impacts with respect to cultural resources.

The proposed Plan is not expected to have any significant impacts to historical, archeological, or paleontological resources, nor is it expected to have any impact on human remains. However, if any were to be found on a project site in the proposed Plan, it would be both significant and unavoidable.

Applicable regulations:

California Register
National Historic Register
California Historic Building Code
Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

4.5.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The following mitigation measures are expected to mitigate potentially significant impacts with regards to cultural resources. Impacts can be both significant and unavoidable.

CULT-1 The proposed Plan may conflict with an applicable plan, policy or regulation adopted for the purpose of protecting historical resources. Therefore, this impact is **potentially significant**.

Mitigation CULT-1a:

The City shall prepare and formally adopt the following procedure:

In the event that a historical, cultural, or paleontological resource is discovered during a site excavation, all work must be suspended until the Coroner and Native American Heritage Commission are consulted. Additionally, the City shall require the project applicant to retain a qualified archaeologist to conduct a records search, complete a field survey, and prepare a technical study that meets the California Office of Historic Preservation Standards. The purpose of the technical study shall be to determine if the discovered resources are significant. If the resources are found to be significant, the County shall require that the qualified archaeologist make necessary recommendations to protect the site or the area that contains archaeological, paleontological, or unique geological resources, or to draft a data recovery plan for excavation, analysis, and curation of the identified materials consistent with Public Resources Code §21083.2 and State CEQA Guidelines §15126.4(b) as they may be amended for any identified adverse effects to cultural and historic resources.

Mitigation CULT-1b:

The City shall establish and adopt mandatory guidelines for use during the planning and building review processes for projects on a site-specific and plan-area basis to identify and protect cultural and historic resources, paleontological resources, and unique

geological features, and to mitigate adverse effects to such resources. The guidelines shall also be applied to the development of City sponsored infrastructure projects.

Mitigation CULT-1c:

The City shall maintain an integrated network of open space lands that support natural resources, recreation, historical and cultural resources, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.

Mitigation CULT-1d:

The City shall establish policies and procedures that stipulate the avoidance of, or clustering of new development near sensitive areas.

Significance After Mitigation: Potentially Significant and Unavoidable

CULT-2	The proposed Plan may conflict with an applicable plan, policy, or regulation adopted for the purpose of protecting archeological resources. Therefore, this impact is potentially significant .
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Mitigation CULT-2:

Implement Mitigation Measures CULT-1a through CULT-1d.

Significance After Mitigation: Potentially Significant and Unavoidable

CULT-3	The proposed Plan may conflict with an applicable plan, policy, or regulation adopted for the purpose of protecting paleontological resources. Therefore, this impact is potentially significant .
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Mitigation CULT-3:

Implement Mitigation Measures CULT-1a through CULT-1d.

Significance After Mitigation: Potentially Significant and Unavoidable

CULT-4 The proposed Plan may conflict with an applicable plan, policy, or regulation adopted for the purpose of protecting human remains from disturbance. Therefore, this impact is **potentially significant**.

Mitigation CULT-4a:

Implement Mitigation Measures CULT-1a through CULT-1d.

Mitigation CULT-4b:

The City shall require field surveys and consultation of the SHPO Clearinghouse and the NAHC's list of sacred sites for projects in sensitive areas.

Mitigation CULT-4c:

The City shall adopt a uniform set City of San Juan Bautista Planning and Building Inspection Department guidelines for data recovery programs as well as for consultation with Native American descendants.

Significance After Mitigation: Potentially Significant and Unavoidable

Cultural Resources References

- California Historical Building Code. (2010). California Code of Regulations, Title 24, Part 8. Retrieved from http://www.ecodes.biz/ecodes_support/free_resources/2013California/13Building/PDFs/Chapter%201%20-%20Administration.pdf.
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4.6 GEOLOGY & SOILS

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic related ground failure, including liquefaction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Result in substantial soil erosion or the loss of topsoil.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Promote land use changes that will be located on unstable soils	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse.

- | | | | | |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| 7. Create substantial risks to life or property by promoting land use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994). | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 8. Promote land-use changes and development on soils that are not capable of supporting sewer infrastructure. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

The *Draft San Juan Bautista 2035 General Plan Update* (2014) proposes land use changes with the potential to impact the City's geological and soil resources. The chapter begins by describing the existing environmental and regulatory conditions in San Juan Bautista with regards to its geological and soil resources. This chapter then assesses the potential impacts associated with the build-out of the proposed Plan and determines whether these impacts are significant.

4.6.1 ENVIRONMENTAL SETTING

4.6.1.1 REGULATORY FRAMEWORK

This section outlines the State, federal, and local regulations that manage geological and soil resources in San Juan Bautista.

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act of 1971

The Alquist-Priolo Earthquake Fault Zoning Act of 1971 prohibits most development near active faults in order to limit earthquake damage to structures as a result of fault rupture or creep. Maps of known fault lines and buffer zones are provided by the state for guidance. These buffers may vary from 50 feet to ¼ mile from active fault zones (Earthquake Fault Zoning, 2013).

1975 Surface Mining and Reclamation Act (SMARA)

The SMARA regulates actions associated with mining operations, such as inspections, permits, and subsequent remediation actions. The Act requires a county-wide geology and mineral resource report to be prepared by the California Division of Mines and Geology (SMARA, 2013).

Assembly Bill 2140

This bill requires counties to adopt Hazard Mitigation Plans (HMP) as a portion of the safety element of the General Plan. The plan requires earthquake performance evaluations for public facilities, inventories of potentially hazardous private facilities, and a plan to mitigate risk associated with floods, earthquakes, and other similar disasters (General Plan Safety Element, 2006).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act refers to other seismic hazards that are not a result of fault rupture or creep, including ground shaking, landslides, and soil liquefaction. San Juan Bautista is located in close proximity to the San Andreas Fault, making this law particularly applicable to local development and general plan build-out (Seismic Hazards Mapping Act, 2003).

Unreinforced Masonry Law, Public Resources Code 8875 (1986)

The Unreinforced Masonry Law specifies standards for unreinforced masonry buildings in the zone of highest seismicity identified in the Uniform Building Code, Zone 4. These requirements state that buildings must be identified and retrofitted to reduce risk of earthquake damage (California Seismic Safety Commission, 2006).

California Building Code

The *2014 California Building Standards Code* requires that all new buildings be constructed in accordance with minimum standards that specify building design and construction. The code also includes measures of seismic survivability and safety requirements, as well as geotechnical issues that may influence geological and soil resources. San Benito County has adopted the code of regulations from the 2010 edition of the building code. The design standards under this code require that each development consider the building's intended use and seismic design category along with its site location and existing geologic conditions (California Building Standards Commission, 2013).

4.6.1.2 EXISTING CONDITIONS

San Juan Bautista is a small, agricultural community located in the northwest corridor of San Benito County in the San Juan Valley. Much of the open space in and around the City is dedicated to agriculture, as this is a substantial portion of its employment base and historic culture. The soil in San Juan Bautista is classified by the USDA soil survey as alluvial fans, terraces, and floodplains. There are a variety of soils in and around San Juan Bautista, many of which are classified by the USDA as “prime farmland or agriculture” if irrigated. Much of this soil is well-drained, medium-textured, and not susceptible to flooding.

Another important aspect of San Juan Bautista's landscape is the location of the San Andreas Fault, which runs directly through the City. This is a hazard that can impact all aspects of the community in the event of a seismic event.

Information on soil types, landscape, seismic risks, and maps of the area are located in this section of this report.

Soil Types

The City of San Juan Bautista, as well as its Sphere of Influence (SOI), is home to a variety of rich, fertile soil types. These soil types are primarily those on lower slopes, not to exceed 15 percent. They are mostly well drained and not very susceptible to runoff. Many of these soils are prime farmland, if irrigated properly. The San Juan Valley floor is mainly composed of loamy, fertile soils and the hillside is composed of coarser, less productive soils. To the west of the City proper are steeper slopes that are not suitable for development or agricultural uses. These soils are shown on Map 4.6-1. The United States Department of Agriculture Soil Conservation Service describes the primary soil types in and around San Juan Bautista as:

Rincon loam (2 to 9 percent slope; RnC on map)

- Primary soil within the developed urban area of San Juan Bautista
- Well drained
- Highly susceptible to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

Sorrento silt loam (2 to 9 percent slope; SnC on map)

- Soil class located to the southeast periphery of San Juan Bautista
- Well drained
- Medium susceptibility to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

Sorrento clay loam (0 to 2 percent slope; SrA on map)

- Soil class located to the east periphery of San Juan Bautista
- Well drained

- Low susceptibility to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

Clear Lake clay (0 to 2 percent slope; Ch on map)

- Soil class located in the agricultural periphery of San Juan Bautista, including some Williamson Act land
- Poorly drained
- Low susceptibility to runoff, but not frequent to flood
- Uses: Prime farmland if irrigated

San Benito clay loam (9 to 15 percent slope; SbD on map)

- Soil class located to the southern periphery of San Juan Bautista
- Well drained
- Medium susceptibility to runoff, but not frequent to flood
- Uses: Wildlife habitat, not prime farmland

Los Gatos clay loam (15 to 30 percent slopes; LvE on map)

- Soil class located in the hills to the west of San Juan Bautista's city center
- Well drained
- High susceptibility to runoff, but not frequent to flood
- Uses: Wildlife habitat, but not prime farmland

San Benito clay loam (30 to 50 percent slopes, SbF2 on map)

- Soil class located in the hills to the west of San Juan Bautista's city center
- Well drained
- High susceptibility to runoff, but not frequent to flood
- Uses: Wildlife habitat, but not prime farmland

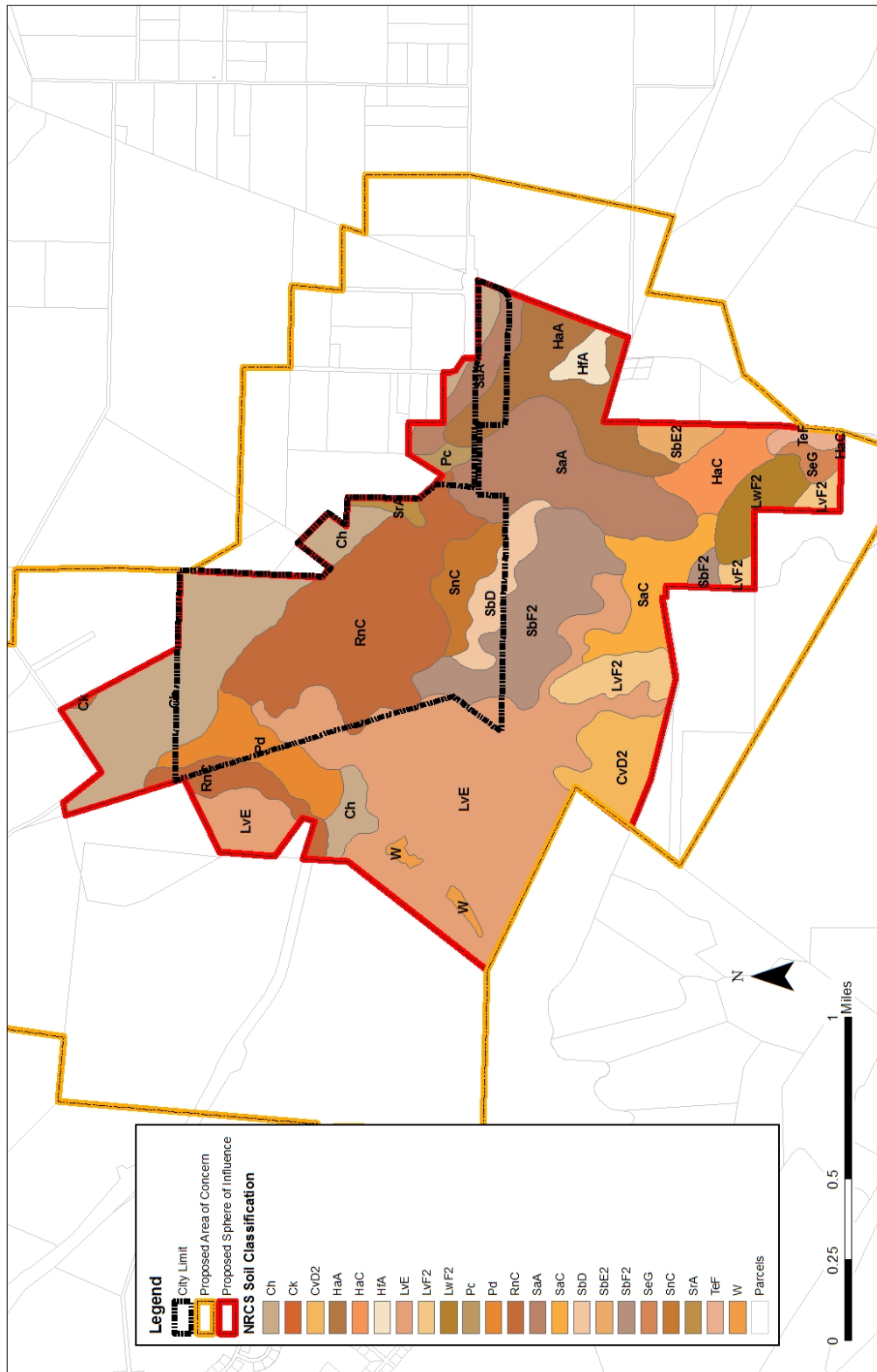
Salinas clay loam (0 to 20 percent slopes; SaA on map)

- Soil class located in the eastern corridor of San Juan Bautista
- Well drained
- Low susceptibility to runoff, not frequent to flood
- Uses: Prime farmland if irrigated

Hanford coarse sandy loam (0 to 2 percent slopes; HaA on map)

- Soil class located in the eastern corridor of San Juan Bautista
- Well drained
- Low susceptibility to runoff, not frequent to flood
- Uses: Prime farmland if irrigated

Map 4.6-1 Soil Types in San Juan Bautista



Source: United States Department of Agriculture 2013

Ground Failure and Liquefaction

Liquefaction and other forms of ground failure occur when water-saturated sediment loses its strength and mimics a fluid (USGS, 2012). This can be caused by the shaking of earthquakes, and is typically most problematic in clay soils. Ground failure and liquefaction have been reported from past earthquakes in the alluvial deposits near San Juan Bautista. While no parts of San Benito County have been specifically classified as liquefaction hazard areas, the potential exists with any seismic event, especially where high water tables coincide with unconsolidated sediment (San Benito County, 2013)). However, this risk is minimal in San Juan Bautista due to its lack of flooding or extensive quantity of clay soils (San Juan Bautista, 2014).

Slope Instability and Subsidence

Landslides and earthflows are typical along fault lines and down steep slopes, making San Juan Bautista potentially susceptible to these hazards in the event of seismic activity. Landslides are a risk in several other areas within San Benito County, including areas close to San Juan Bautista (San Juan Benito County 2035 General Plan Update, 2014). However, due to the topography and the location of the City's urban core, landslides within the areas of proposed development are unlikely (City of San Juan Bautista, 2014).

Faulting and Seismic Activity

One of the most significant geologic features in California, the San Andreas Fault Zone, traverses San Juan Bautista. This zone has been identified by the Alquist-Priolo Earthquake Fault Zoning Act (APEFZA) as a principal active right lateral strike-slip fault. According to a 2008 report by the Working Group on California Earthquake Probabilities, there are significant chances for massive earthquakes along the San Andreas Fault line in California (USGS, 2012). This fault zone has historically caused significant damage in San Benito County.

While other locations in San Benito County have experienced devastating earthquakes in recent years, San Juan Bautista is located on a portion of the San Andreas Fault that only experiences minor earthquakes, and therefore incurs less damage and destruction than other parts of the Fault. This is due to its classification as a "creeping fault." The creeping fault section in San Juan Bautista is moving at a rate of three centimeters per year (City of San Juan Bautista, 2014).

According to the *San Juan Bautista Background Report* (2014), "the sections of the San Andreas Fault to the north and south of San Juan Bautista generate very large earthquakes. Geologists predict a moderate to high probability that a quake, similar to the 1989 Loma Prieta earthquake (magnitude 7.1), on the San Andreas Fault will occur between the Pajaro Gap to the north of San Juan Bautista, during the next fifty to one hundred years." This makes the City susceptible to spillover effects such as ground shaking. The City is also prone to ground shaking from earthquakes on the Calaveras fault, 8 miles east, and smaller faults located several miles to the north and south.

4.6.2 STANDARDS OF SIGNIFICANCE

4.6.2.1 SEISMIC-RELATED CEQA THRESHOLDS

Appendix G of the CEQA Guidelines (2014) provide standards of significance that relate to geology and soils. Seismic standards of significance seek to limit development in areas that have high threats of damage during seismic events.

The proposed plan build-out would have a significant seismic-related impacts if it would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; (Refer to Division of Mines and Geology Special Publication 42)
 - ii. Strong seismic ground shaking;
 - iii. Seismic-related ground failure, including liquefaction; or
 - iv. Landslides.

4.6.2.2 SOIL-RELATED CEQA THRESHOLDS

Appendix G of the CEQA Guidelines (2014) provide standards of significance that relate to soils. Soil standards of significance seek to prevent erosion, structural damage from unsuitable soils, and prevent pollution from septic tanks.

The proposed plan build-out would have significant soil-related impacts if it would:

- I. Result in substantial soil erosion or the loss of topsoil;
- II. 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 land-sliding, lateral spreading, subsidence, liquefaction, or collapse;
- III. 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; or
- IV. Have soils incapable of adequately supporting the use of septic tanks.

4.6.2.3 METHODOLOGY

The analysis of potential impacts of the proposed Plan build-out on San Juan Bautista's geological and soil resources was based on a review of literature from published information, surveys, and reports. This information was obtained from private and governmental agencies, including the USDA Natural Resources Conservation Service, the California Geological Survey, and the United States Geological Survey. The proposed Plan was then compared to the existing conditions in San Juan Bautista in order to determine if there would be a significant impact on geological and soil resources in the area.

However, some portions of this assessment, such as analysis of expansive soils, liquefaction risks, and septic tank suitability are site-specific and will require expert investigation by a geologist or engineer on a case-by-case basis prior to developing.

4.6.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts with respect to geology and soils.

GEO-1 The proposed Plan will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, therefore the impact is **less-than-significant**.

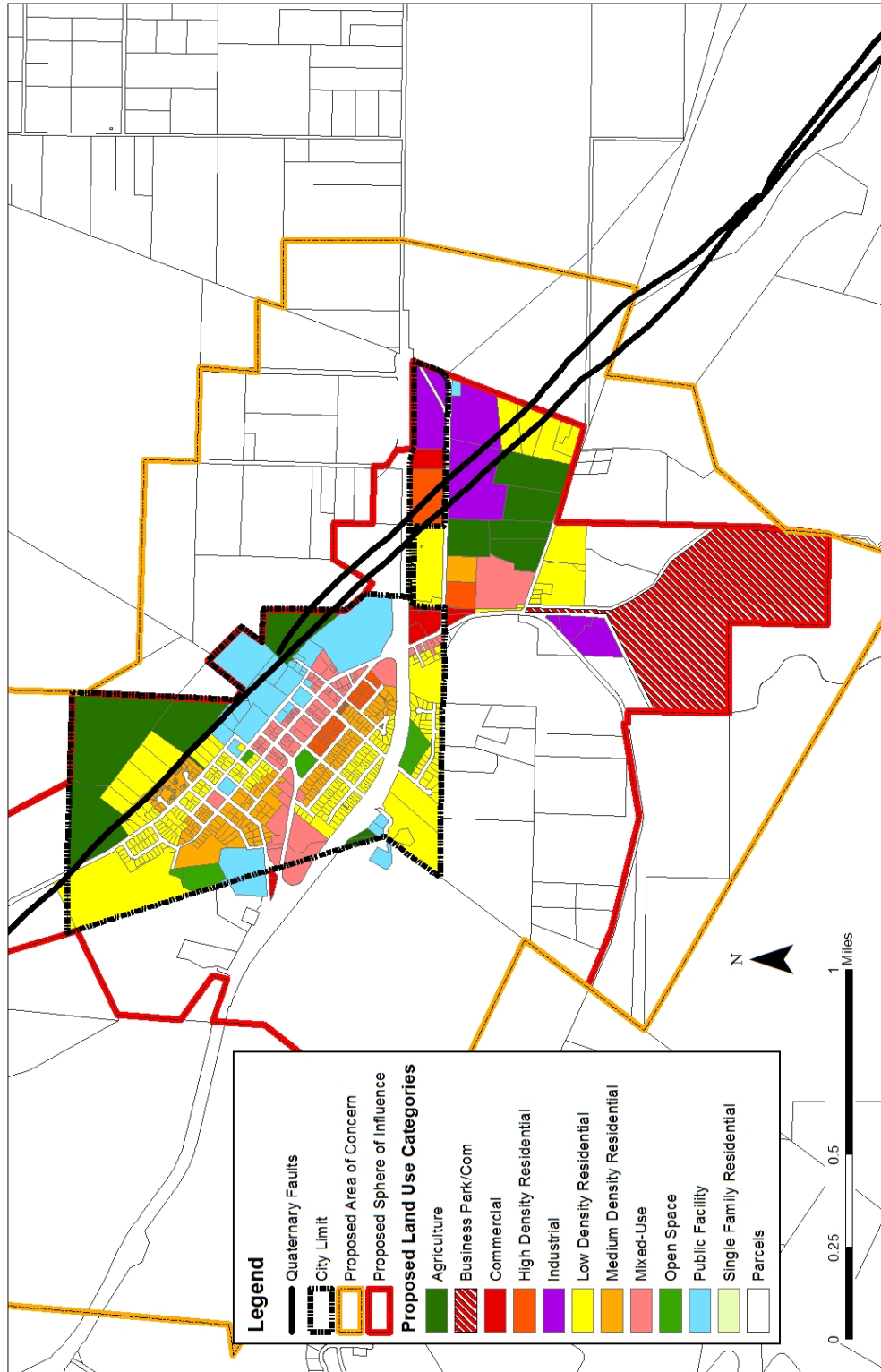
The San Andreas Fault Line runs directly through the City of San Juan Bautista. This fault line is shown in map 4.6-2.

Despite its location on this major fault line, San Juan Bautista is not classified as a hazard zone, because it is located on a creeping fault section of the San Andreas Fault line. San Juan Bautista may be susceptible to ground shaking and effects from surrounding hazard zones, but is unlikely to experience extensive destruction as a result of earthquakes.

However, the City still conforms to all state laws and building codes that will protect it from any potential hazard. The *Draft San Juan Bautista 2035 General Plan* (2014) also addresses this concern by stating that, “all lands within 100 ft. of known fault lines should be preserved in order to protect future development from seismic activity. The San Andreas Fault runs through the City, from northwest to southeast. The San Andreas Fault slipped during the 1989 Loma-Prieta earthquake, which registered as a 6.9 on the Richter scale (USGS, 2005). In addition, the Vergeles fault runs east to west several miles south of the City. During earthquakes, land on either sides of a fault line can shift, therefore development within fault buffers should be constrained due to public safety concerns.”

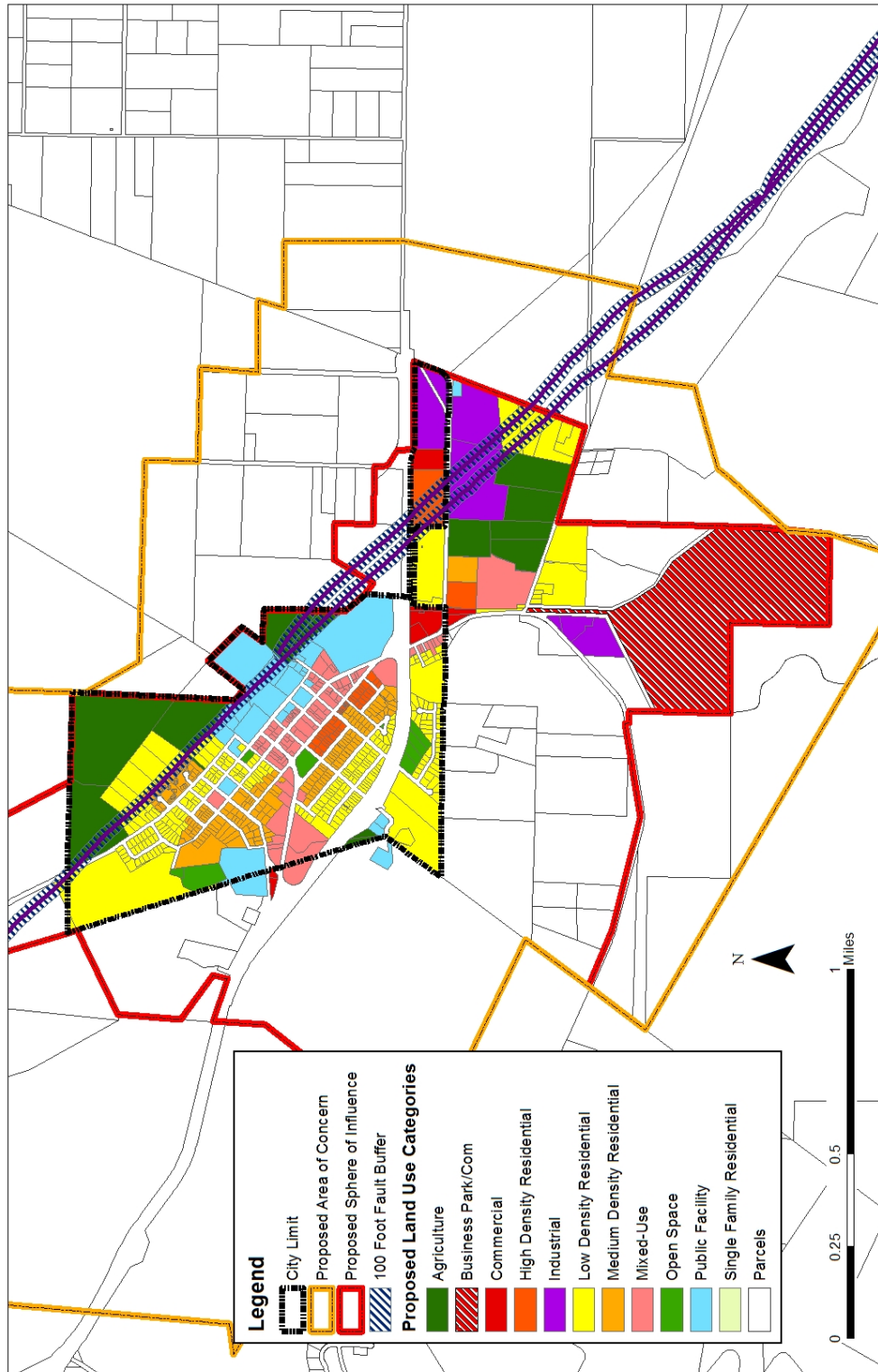
An earthquake development constraints map is shown in Map 4.6-3. This shows a 100 ft. buffer on the portion of the San Andreas Fault that runs through San Juan Bautista. The General Plan says that these zones “should not be prime candidates for development or redevelopment, due to their sensitive environmental or historical nature” (City of San Juan Bautista, 2014).

Map 4.6-2 Proposed Land Use and Fault Lines in San Juan Bautista



Source: Cal Poly San Luis Obispo, 2014; San Benito County GIS data, 2013

Map 4.6-3 Earthquake Constraints in San Juan Bautista



Source: Cal Poly San Luis Obispo, 2014; California Department of Conservation 2013

In addition to developing outside of this buffer, the proposed Plan prioritizes infill development in San Juan Bautista, therefore minimizing the seismic risks associated with plan build-out. Furthermore, the proposed Plan fully addresses seismic considerations within its goals, objectives, and policies for future development. These include:

Goal PS 1

A Community safe from earthquakes and other geologic hazards.

Objective PS 1.Reduce the risk of loss of life and damage to property resulting from earthquake.

Policy PS 1.1.1

Enforce the California Building Code and California Alquist-Priolo Earthquake Fault Zoning Act on all new construction projects and building renovations.

Program PS 1.1.1.1

Maintain local development review procedures to ensure that new building development and existing building improvements are consistent with the California Building Code and California Alquist-Priolo Earthquake Fault Zoning Act.

Policy PS 1.1.2

Encourage the upgrading of buildings to protect against future loss of life and damage to property in the event of an earthquake.

Program PS 1.1.2.1

Determine buildings in need of upgrading or retrofitting within City boundaries and provide notice to owners about proactive measures that can limit loss of life and damage to property in the event of an earthquake.

Objective PS 1.2

Develop robust infrastructure that is resilient to geologic hazards.

Policy PS 1.2.1

Maintain infrastructure design and construction standards that ensure that public and private facilities are constructed to accommodate fault creep, soils with high shrink-swell potential, and other local geologic conditions.

Program PS 1.2.1.1

Maintain local development review procedures on all infrastructure projects to ensure that they are not built on geologic high-risk areas.

Program PS 1.2.1.2

Require soils reports and geologic investigations in instances where development may be exposed to substantial hazards, including ground shaking, liquefaction, surface rupture, and land sliding.

These priorities in the General Plan not only exceed local and state hazard laws, but emphasize ongoing expert-assessment of future development projects in San Juan Bautista. These precautionary measures, in compliance with state laws and San Juan Bautista's lower-risk location make this impact less-than-significant.

Applicable Regulations:

Alquist-Priolo Earthquake Fault Zoning Act of 1971

Seismic Hazards Mapping Act

Unreinforced Building Standards Code

Public Resources Code 8875 (1986) California Building Code

Significance Before Mitigation: Less-than-significant.

GEO-2 The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; therefore the impact is **potentially significant**.

Although San Juan Bautista is not at risk for high-magnitude earthquake destruction, it is located near major hazard zones. San Juan Bautista's location on and around major hazard zones make it susceptible to ground shaking. The Public Safety element of the *San Juan Bautista Background Report* explains these risks:

"The sections of the San Andreas Fault to the north and south of San Juan Bautista generate very large earthquakes. Geologists predict a moderate to high probability that a quake, similar to the 1989 Loma Prieta earthquake (magnitude 7.1), on the San Andreas Fault will occur between the Pajaro Gap to the north and San Juan Bautista, during the next fifty to one hundred years. The City is also prone to ground shaking from earthquakes on the Calaveras Fault, 8 miles east, and smaller faults located several miles to the north and south" (City of San Juan Bautista, 2014).

However, the proposed Plan addresses these concerns. The Public Safety Element of the San Juan Bautista 2035 Plan Update states that, "natural hazards do not change based on development, but the placement of services in lower risk zones makes for a more resilient community. Seismic, geologic, and hazardous material hazards will not change with the preferred development scenario." It is also committed to going "beyond the minimum requirements" under California law, and conforms to Government Code 65302(g) (San Juan Bautista 2035 General Plan, 2014). This indicates that the City will

continue to comply with and exceed hazard planning standards in order to ensure the safety of the community of the environment.

This commitment is also reflected in programs within the text of the safety element of the proposed Plan. These include:

Objective PS 1.2

Develop robust infrastructure that is resilient to geologic hazards.

Program PS 1.2.1.1

Maintain local development review procedures on all infrastructure projects to ensure that they are not built on geologic high-risk areas.

Program PS 1.2.1.2

Require soils reports and geologic investigations in instances where development may be exposed to substantial seismic hazards, including ground shaking, liquefaction, surface rupture, and land sliding.

Despite California's regulations and standards outlined in the proposed Plan, the impacts associated with ground-shaking are considered potentially significant (San Juan Bautista 2035 General Plan, 2014).

Applicable Regulations:

Alquist-Priolo Earthquake Fault Zoning Act of 1971

Seismic Hazards Mapping Act

Unreinforced Building Standards Code

Public Resources Code 8875 (1986)

California Building Code

Significance Before Mitigation: Potentially Significant.

GEO-3 The proposed Plan might expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, therefore the impact is **potentially significant**.

As the aforementioned environmental settings established, San Juan Bautista contains few soil types that make it susceptible to flooding or liquefaction. As shown in the San Juan Bautista soil types in map 4.6-1, soil types that dominate proposed development areas are Rincon loam, Salinas clay loam, Hanford coarse sandy loam, and Sorrento silt loam. These are all very well-drained, unsuspensible to run-off and flooding, and not dominantly clay soils. However, the small risk of liquefaction still exists in the area due to its geologic composition and location on a major fault line. Therefore, the San Juan

Bautista 2035 General Plan Update addresses these concerns with respect to future development and public safety in its policies, programs, and objectives. These include:

Objective PS 1.2

Develop robust infrastructure that is resilient to geologic hazards.

Policy PS 1.2.1

Maintain infrastructure design and construction standards that ensure that public and private facilities are constructed to accommodate fault creep, soils with high shrink-swell potential, and other local geologic conditions.

Program-PS-1.2.1.1

Maintain local development review procedures on all infrastructure projects to ensure that they are not built on geologic high-risk areas.

The Public Safety Element of the General Plan also addresses flood-related hazards. Proper management of flood hazards can help mitigate risks of liquefaction, which can be the result of flooding. These include:

Objective PS 2.2

Prepare residents/businesses currently located in flood for flood emergency.

Policy PS 2.2

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Program PS 2.2.1.1

Implement strategies to reduce impacts of flood particularly along the San Juan Creek and the Salinas Grade tributary.

Program PS 2.2.1.2

Maintain existing program with the CA Conservation Corp, local landowners, and San Benito County to clear streams.

Furthermore, some geologic risks require more extensive analysis by an expert in the field. The proposed Plan addresses this need in Program PS 1.2.1.2, which states that the City will “require soils reports and geologic investigations in instances where development may be exposed to substantial seismic hazards, including ground shaking, liquefaction, surface rupture, and land sliding” (San Juan Bautista 2035 General Plan, 2014).

Although San Juan Bautista is not located in a specific liquefaction hazard zone, nearby seismic activity and soil types put it at risk for potential liquefaction hazards. Despite state laws and recommendations outlined in the proposed Plan, the risks associated with ground failure and liquefaction are still considered potentially significant.

Significance Before Mitigation: Potentially Significant.

GEO-4 The proposed Plan will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, therefore the impact is **less-than-significant**.

Land-sliding is a significant risk in high-slope areas in the event of a geologic event. To the southwest of San Juan Bautista's urban core are steep slopes. These are highly susceptible to and show evidence of past landslides, and are unsuitable for development. Therefore, the proposed Plan build-out specifically avoids development on these areas, and limits its recommendations to infill development within and immediately surrounding the existing urban growth boundary where slopes are minimal and urban development is already concentrated (San Juan Bautista 2035 General Plan). This is evident in the preferred growth scenario of the General Plan. This minimizes the risk of landslides as a result of proposed Plan development.

Page 51 of the *San Juan Bautista 2035 General Plan Update* explains this priority by stating that, "Areas where there are steep slopes are undesirable to develop. Building on steep slopes can cause erosion, or even landslides. The steep slopes to the south and west of the city are also important view sheds and thus are important to avoid" (San Juan Bautista 2035 General Plan). This is one of the primary reasons for the location of all proposed development.

Additionally, the proposed Plan establishes a number of objectives, policies, and programs that confirm this priority. These include:

Program PS 1.1.1.1

Maintain local development review procedures to ensure that new building development and existing building improvements are consistent with the California Building Code and California Alquist-Priolo Earthquake Fault Zoning Act.

Policy PS 1.1.2

Encourage the upgrading of buildings to protect against future loss of life and damage to property in the event of an earthquake.

Program PS 1.1.2.1

Determine buildings in need of upgrading or retrofitting within City boundaries and provide notice to owners about proactive measures that can limit loss of life and damage to property in the event of an earthquake.

Program PS 1.2.1.2

Require soils reports and geologic investigations in instances where development may be exposed to substantial seismic hazards, including ground shaking, liquefaction, surface rupture, and land sliding.

Policy OS 3.3.1

Increase protection for such sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

These precautionary measures taken by San Juan Bautista, compliance with state laws, and the lower risks of its proposed development concentration make this impact less-than-significant (San Juan Bautista 2035 General Plan, 2014).

Applicable Regulations:

Alquist-Priolo Earthquake Fault Zoning Act of 1971
Seismic Hazards Mapping Act
2014 California Building Standards Code

Significance Before Mitigation: Less-than-significant.

GEO-5 The proposed Plan might result in substantial soil erosion or the loss of topsoil, therefore making the impact **potentially significant**.

Soil erosion can be a significant concern when considering new development. It is particularly problematic when developing on steep slopes, because it involves even more extensive water management. As a result, the proposed Plan for the City of San Juan Bautista has prioritized its development in existing urban areas that are lower in elevation and in close proximity to the existing urban core. According to the USDA's Web Soil Survey Data Explorer, the erodibility of the soils in the proposed development corridors is significantly lower than that of the steeper terrain to the southwest of the City, and is therefore much more suitable for expanded development (United States Department of Agriculture Web Soil Survey, 2013).

Proper water management as well as careful development considerations can also help control and mitigate soil erosion. The General Plan Background Report outlines development techniques that will help mitigate impacts of soil erosion, by stating that "another soil conservation strategy is the incorporation of Low Impact Development strategies within the built environment... Low Impact Development seeks to mimic natural hydrology, helping to reduce the rate of erosion near urban spaces" (2035 General Plan Background Report, 2014).

The General Plan subsequently outlines its priorities with respect to Low Impact Development (LID) and water management in Program HE 6.2.1.3, which states that the

City will “require that impervious surfaces be limited and mitigated with low impact development in prime recharge areas.” Furthermore, it has outline several additional policies and programs that seek to strengthen its water control and management measures in order to limit run-off and flood hazards, and ultimately erosion. These include:

Policy PS 2.2.1

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Policy PF 2.1.4

Prohibit the illegal construction of buildings, roads, driveways, levees, and ditches, which impede the flow of stormwater and cause drainage problems on adjacent properties and roads.

Program HE 6.2.1.2

Ensure that design standards for all stormwater retention and detention systems are adhered to in order to prevent the degradation of surface water bodies.

In addition to the responsible growth and water management outlined in the General Plan, San Juan Bautista is also subject to stringent state laws through the California Clean Water Act. This law mandates proper water management, including erosion control and run-off management in all new and existing development projects. This makes consideration of slope and soil erodibility index important in establishing new developments, as well as mitigation measures to control soil erosion (California Environmental Protection Agency State Water Resources Control Board, 2014).

Despite policies and procedures outline in the proposed Plan, risks for soil erosion and loss of topsoil still exist. This makes this impact potentially significant (San Juan Bautista 2035 General Plan, 2014).

Applicable Regulations:

California Clean Water Act

Significance Before Mitigation: Potentially Significant.

GEO-6	The proposed Plan might promote land-use changes that will be located on unstable soils or geologic units that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse, therefore making the impact potentially significant .
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San Juan Bautista's location on the San Andreas Fault puts it at risk for seismic hazards including land sliding, lateral spreading, subsidence, liquefaction, and collapse. These risks vary by site and therefore must be assessed on an individual level. This is outlined on page 46 of the General Plan with regards to development constraints, and is further exemplified in the objectives, policies, and programs that address these concerns and conform to state laws and regulations. These, which pertain to earthquake hazards as well, include:

Policy PS 1.1.1

Enforce the California Building Code and California Alquist-Priolo Earthquake Fault Zoning Act on all new construction projects and building renovations.

Program PS 1.1.1.1

Maintain local development review procedures to ensure that new building development and existing building improvements are consistent with the California Building Code and California Alquist-Priolo Earthquake Fault Zoning Act.

Policy PS 1.1.2

Encourage the upgrading of buildings to protect against future loss of life and damage to property in the event of an earthquake.

Program PS 1.1.2.1

Determine buildings in need of upgrading or retrofitting within City boundaries and provide notice to owners about proactive measures that can limit loss of life and damage to property in the event of an earthquake.

Objective PS 1.2

Develop robust infrastructure that is resilient to geologic hazards.

Policy PS 1.2.1 Maintain infrastructure design and construction standards that ensure that public and private facilities are constructed to accommodate fault creep, soils with high shrink-swell potential, and other local geologic conditions.

Program PS 1.2.1.1

Maintain local development review procedures on all infrastructure projects to ensure that they are not built on geologic high-risk areas.

Program PS 1.2.1.2

Require soils reports and geologic investigations in instances where development may be exposed to substantial hazards, including ground shaking, liquefaction, surface rupture, and land sliding.

Despite priorities in the proposed Plan and existing California regulations, this impact is still considered potentially significant (San Juan Bautista 2035 General Plan, 2014).

Applicable Regulations:

Alquist-Priolo Earthquake Fault Zoning Act of 1971
Seismic Hazards Mapping Act
2014 California Building Standards Code

Significance Before Mitigation: Potentially Significant.

GEO-7 The proposed plan may create substantial risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), therefore making the impact **potentially significant**.

Clay soils are more susceptible to expansion and subsequent hazards, due to the disparity between their wet and dry compositions. Soil types at high risk for expansion in San Juan Bautista are the Clear Lake Clays (Ch and Ck). However, the San Juan Bautista soil types in map 4.6-1, as well as those proposed land use changes shown in map 4.6-2, show that development is minimal on these soil types; most of them remain in agricultural use, while the development is concentrated further south and east on more loamy soils.

Additionally, the proposed Plan establishes Policy PS 1.2.1, which states that the City will “maintain infrastructure design and construction standards that ensure that public and private facilities are constructed to accommodate fault creep, soils with high shrink-swell potential, and other local geologic conditions.”

Furthermore, the proposed Plan mandates the continuation of its existing local development review process, which ensures proper development procedures with respect to geologic risks are followed. This is stated in Program PS 1.2.1.1, which states that the City will, “maintain local development review procedures on all infrastructure projects to ensure that they are not built on geologic high-risk areas.” Policy PS 1.2.1.2 also helps mitigate these impacts by imposing a standard to “require soil reports and geologic investigations in instances where development may be exposed to substantial seismic hazards, including ground shaking, liquefaction, surface rupture, and land sliding” (City of San Juan Bautista, 2014).

While most of the soil types near proposed growth areas in San Juan Bautista are not expansive, they do exist. Despite the stringent building codes present in California in addition to the policies and programs within the proposed Plan, this impact is still considered potentially significant.

Applicable Regulations:

2014 California Building Standards Code

Significance Before Mitigation: Potentially significant.

GEO-8 The proposed plan will not promote land-use changes and development on soils that are not capable of supporting sewer infrastructure, therefore making the impact **less-than-significant**.

San Juan Bautista currently provides sewer services to most of its properties within City limits, and residents outside of these limits are on private septic systems. However, proposed improvements to these services include increasing accessibility to sewer services. This is outlined in Objective 1.3 within the Public Facilities element of the proposed Plan which states the City's intent to "improve the quality of sewer treatment facilities and services for residents and businesses."

Policy PF 1.3.2 states that the City will "provide extensions of City sewer service only to properties within the designated sphere of influence... [and will not] extend service to development on agricultural or open space lands outside the City's sphere of influence." However, the proposed land use changes in map 4.6-2 show that no development in accordance with the General Plan will be occurring outside of this area. Therefore, the placement of septic tanks will not be an issue associated with the General Plan build-out.

However, the Plan still takes precautionary measures to deal with potential septic system placements, which is evident in one main policy that calls for case-by-case soil assessments in the event of future installation of septic tanks:

Policy PF 1.3.1

Allow individual septic systems within the sphere of influence only where the City cannot feasibly provide sewer service and where the County Health Department has determined that sufficient area and soil conditions exist for a septic tank leach field or other accepted method of effluent disposal. In such cases, the use of septic systems should be discontinued when City sewer service becomes available (San Juan Bautista 2035 General Plan, 2014).

The policies and priorities within the plan that ultimately seek to significantly decrease septic tank reliance make this impact less-than-significant.

Applicable Regulations:

2014 California Building Standards Code

Significance Before Mitigation: Less-than-significant.

4.6.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

GEO-2 The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking; therefore the impact is **potentially significant**.

Mitigation GEO-1:

The City shall require that all geotechnical reports produced for development proposals should not only include summaries of existing ground-shaking hazards, but also include comprehensive mitigation measures for these risks. These can include, but are not limited to, setback requirements and foundation improvements. If the risks of seismic ground-shaking cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.

Significance After Mitigation: Less-than-significant.

GEO-3 The proposed Plan might expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, therefore the impact is **potentially significant**.

Mitigation GEO-3:

The City shall continue to require that liquefaction risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect this risk also require comprehensive mitigation measures for these risks. These may include but are not limited to foundation and infrastructure upgrades. If the risks of seismic ground shaking and liquefaction cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.

Mitigation GEO-5:

The City shall continue to require that soil erosion risks be assessed as a part of the local development review process for all new development proposals. The City shall require

that all geotechnical reports that reflect this risk also require comprehensive mitigation measures for these risks. These may include but are not limited to fill and re-vegetation techniques. If the risks of soil erosion cannot be mitigated, the City shall require open space easements to prohibit development on these zones.

Significance After Mitigation: Less-than-significant.

GEO-6 The proposed Plan might promote land-use changes that will be located on unstable soils or geologic units, that will result in land sliding, lateral spreading, subsidence, liquefaction, or collapse, therefore making the impact **potentially significant**.

Mitigation GEO-6:

The City shall require that all geotechnical reports produced for development proposals should not only include summaries of existing hazards with respect to land sliding, lateral spreading, subsidence, liquefaction, or collapse, but also include comprehensive mitigation measures for these risks. These can include but are not limited to setback requirements and foundation improvements. If the risks of land sliding, lateral spreading, subsidence, liquefaction, or collapse cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.

Significance After Mitigation: Less-than-significant.

GEO-7 The proposed plan may create substantial risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), therefore making the impact **potentially significant**.

Mitigation GEO-7:

The City shall continue to require that expansive soil risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect these risks also require comprehensive mitigation measures for these risks. These may include but are not limited to over-excavating and filling techniques. If the risks of developing on expansive soils cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.

Significance After Mitigation: Less-than-significant.

Geology & Soils References

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4.7 GREENHOUSE GAS EMISSIONS

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. 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"/>
2. 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"/>

This chapter evaluates the potential for the proposed San Juan Bautista 2035 General Plan to impact the environment by increasing the City's emissions of greenhouse gasses (GHGs). The chapter begins with a description of San Juan Bautista's existing environmental and regulatory setting with regards to GHG emissions and climate change. The potential GHG impacts associated with adoption of the proposed Plan are then described in detail.

The proposed Plan may lead to changes in land use or human activities that could potentially cause a significant increase in GHG emissions. The purpose of this analysis is to identify all of the potential impacts that the proposed plan may have on GHG emissions and determine if they should be considered significant impacts on the environment.

4.7.1 ENVIRONMENTAL SETTING

Greenhouse gases exist naturally in the earth's atmosphere and contribute to the 'greenhouse effect', which maintains earth's surface temperature at levels which can sustain human, animal, and plant life. Greenhouse gases are emitted from common human activities and increasing GHG emissions beyond their naturally occurring concentration has been identified by the United States Environmental Protection Agency (US EPA) as having negative impacts on human health and the environment.

According to appendix G of the CEQA guidelines (2014), GHGs include, but are not limited to: "carbon dioxide (CO₂), methane, nitrous oxide, hydro-fluorocarbons, per-fluorocarbons

and sulfur-hexafluoride” (p. 397). These gases have varying potential to trap heat when released into the atmosphere. Therefore a common measure of warming potential known as “Carbon Dioxide Equivalent” (CO₂e) has been developed for use as a standard unit of global warming potential. Methane, for example, has a CO₂e of 21, meaning that one molecule of methane has the same warming potential as 21 molecules of CO₂, as shown in table 4.7-1 (IPCC, 2013). The US EPA describes GHGs as follows:

- **Carbon Dioxide (CO₂):** Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas and oil), solid waste, trees and wood products, and because of certain chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (or “sequestered”) when plants absorb it as part of the biological carbon cycle.
- **Methane (CH₄):** Methane is emitted during the use, production, and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.
- **Nitrous oxide (N₂O):** Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.
- **Fluorinated gases:** Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic and powerful GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for stratospheric ozone-depleting substances (e.g., chlorofluorocarbons, hydrochlorofluorocarbons, and halons). These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases (“High GWP gases”).

Table 4.7-1 Greenhouse Gases

Greenhouse Gas	Chemical Formula	Global Warming Potential
Carbon Dioxide	CO ₂	1
Methane	CH ₄	21
Nitrous Oxide	N ₂ O	310
Hydrofluorocarbons	Various	43-11,700
Perfluorocarbons	Various	6,500-9,000
Sulfur Hexafluoride	SF ₆	23,900
<i>Source: IPCC, 2013</i>		

4.7.1.1 REGULATORY FRAMEWORK

This section discusses state, federal, and local regulations and programs related to GHG emissions.

Federal Regulations

The United States has not, so far, agreed to any binding international GHG emission agreements, such as the Kyoto protocol. However, the US EPA has been given the authority to regulate GHG emissions, and President Barack Obama has issued executive orders and climate action plans intended to reduce GHG emissions.

Massachusetts V. EPA

In 2007, the Supreme Court ruled, in *Massachusetts V. EPA*, that GHGs are covered by the Clean Air Act's definition of an air pollutant. In 2009, the EPA announced that, after a thorough review, GHGs threaten the health and welfare of the American people (US EPA, 2009a).

US EPA, mandatory reporting of greenhouse gases.

In 2009, the US EPA "published a rule for the mandatory reporting of GHGs from sources that emit 25,000 metric tons or more of carbon dioxide equivalent per year in the United States" (US EPA, 2009b).

Executive Order 13514

In 2009, President Barack Obama signed Executive Order 13514, requiring the federal government to lead by example through the measuring, reporting, and reducing of direct and indirect greenhouse gas emissions. In 2010, President Obama announced collective emissions reduction targets of a 28% total reduction in scope 1 (direct emissions) and scope 2 (indirect emissions associated with purchased energy) below 2008 levels by 2020 and a 13% reduction in scope 3 (other indirect emissions) (EOP, 2013).

The President's Climate Action Plan

Issued in 2013, the President's Climate Action Plan includes actions to cut carbon pollution, prepare the United States for the impacts of climate change, and lead international efforts to combat global climate change and prepare for its impacts (EOP, 2013).

State Regulations

California has emerged as a national leader in the effort to reduce GHG emissions. Current State legislation that addresses climate change includes: Assembly Bill 32, Senate Bill 375, and executive order S-03-05, and Senate Bill 97. In addition, the Office of Planning and Research (OPR) proposed amendments to the California Environmental Quality Act (CEQA) to provide guidelines for GHG inventories. A CEQA review is required for all general plans and general plan updates in order to disclose the potential impacts of plan proposals on city and community GHG emissions.

Executive Order S-03-05

Executive Order S-3-05, issued in June of 2005 by Governor Arnold Schwarzenegger, established GHG reduction targets for the State of California. The order called for reducing emissions to 1990 levels by 2020, and 80 percent below 1990 levels by 2050. In addition, the order authorized the production of statewide reports on GHG reduction and climate adaptation.

Executive Order S-1-07, Low Carbon Fuel Standard

Executive order S-1-07, signed by Governor Arnold Schwarzenegger in 2007, calls for a reduction of at least 10 percent in the carbon intensity of California's transportation fuels by 2020. This executive order "instructed the Cal EPA to coordinate activities between the University of California, the California Energy Commission and other state agencies to develop and propose a draft compliance schedule to meet the 2020 target" (CARB, 2010a).

Assembly Bill 4420 (AB 4420)

AB 4420 directs the California Energy Commission (CEC) to prepare and maintain the State's inventory of GHG emissions. AB 4420 was adopted in 1988, and it was the first time greenhouse gases were inventoried and assessed in the State of California. The results from this assessment were reported in two documents: "The Impacts of Global Warming on California" and "Climate Change Potential Impacts and Policy Recommendations" (CEC, 2008).

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006

According to The California Air Resources Board (CARB), "the California Global Warming Solutions Act of 2006 marked a watershed moment in California's history. By requiring in law a sharp reduction of greenhouse gas (GHG) emissions, California set the stage for its transition to a sustainable, low-carbon future. AB 32 was the first program in the country to take a comprehensive, long-term approach to addressing climate change, and does so in a way that aims to improve the environment and natural resources while maintaining a robust economy" (2014). Under AB 32, CARB must: establish state-wide GHG emissions targets; identify and adopt regulations for discrete early actions that could be enforceable; adopt a regulation that establishes market-based declining annual aggregate emissions limits; and appoint and convene an Environmental Justice Advisory Committee and an Economic and Technology Advancement Advisory Committee to provide recommendations for technologies, research, and GHG emission reduction measures (CARB, 2014).

Renewable Energy Portfolio (Senate Bill 1078 and SB 107)

California's renewable energy portfolio, established in 2002 under SB 1078 and accelerated in 2006 under SB 107, obligates investor-owned utilities, energy service providers, and community choice aggregators to procure an additional 1% of retail sales per year from renewable sources until 20% is reached, no later than 2010 (California, 2015)

Assembly Bill 1493 (AB 1493), the Pavley Bill

AB 1493 supersedes federal corporate average fuel economy standards for GHG emissions from motor vehicles. AB 1493, adopted in 2002, does not mandate any particular technology for meeting emissions standards.

Senate Bill 375 (SB 375), the Sustainable Communities and Climate Protection Act of 2008

According to AB 32, CARB must establish a framework to meet the goals established in AB 32. SB 375 is the implementation tool for AB 32, and establishes individualized GHG emissions targets for regional and metropolitan planning organizations (MPOs). CARB mandates MPOs to develop a sustainable communities strategy (SCS), which details how the MPO will meet the emissions target established by CARB (CARB, 2011).

Senate Bill 97

Senate Bill 97, enacted in 2007, requires the Governor's Office of Planning and Research (OPR) to develop, and the California Resources Agency (Resources Agency) to certify and adopt, amendments to the CEQA Guidelines, providing regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents (OPR, n.d.). The amendments to the CEQA Guidelines implementing SB 97 became effective on March 18, 2010 (OPR, 2011).

Senate Bill X1-2

Senate Bill X1-2, signed into law in 2011, increases California's electricity utility Renewable Portfolio Standard (RPS) from 20% by 2010 to 33% by 2020, and extends the RPS to public utilities.

Local/Regional Regulations

Moving Forward 2035 Monterey Bay Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

Moving Forward 2035 Monterey Bay Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) was developed by AMBAG, the MPO for the Monterey Bay Area, and serves as the Metropolitan Transportation Plan (MTP) and SCS for Monterey, San Benito, and Santa Cruz Counties. According to AMBAG (2015), "AMBAG coordinated the development of the plan with the regional transportation agencies (San Benito County Council of Governments, the Santa Cruz County Regional Transportation Commission, and the Transportation Agency for Monterey County), transit providers, the Monterey Bay Unified Air Pollution Control District, state and federal agencies". This federally-mandated long-range transportation plan "lays out a financially constrained list of transportation projects over the following 25 years that will enhance regional mobility as well as reduce greenhouse gas emissions" (AMBAG, 2015).

City of San Juan Bautista Greenhouse Gas Inventory, 2005 Baseline Report

The City of San Juan Bautista Greenhouse Gas Inventory was issued in 2009 by AMBAG, in order to establish a baseline of greenhouse gas emissions in San Juan Bautista. The inventory was calculated using the international local government GHG emissions

analysis protocol (IEAP) developed by the International Council for Local Environmental Initiatives (ICLEI).

AMBAG Regional Energy Plan

The 2006 AMBAG Regional Energy Plan and 2008 update laid out a set of four Plan objectives, goals, and action steps for the region, including goals related to: energy education, energy conservation and efficiency, clean renewable and distributed energy resources, and transportation energy.

4.7.1.2 EXISTING CONDITIONS

This section discusses the existing conditions related to GHGs, including current statewide and local emissions estimates and forecasts.

California Emissions

According to the CARB (2013), “California’s gross emissions of GHGs decreased by 6 percent from 478.4 million tons of CO₂e in 2001 to 448.1 million in 2011. During the same period, California’s population grew by 9 percent from 34.5 to 37.6 million people. As a result, California’s per capita GHG emissions have decreased over the last 11 years from 13.9 to 11.9 tons of CO₂e per person.” In addition, California’s gross domestic product (GDP) increased from \$1.47 trillion in 2001 to \$1.69 trillion in 2011 (in 2005 dollars). Reflecting the overall decrease in GHG emissions, the “GHG intensity of California’s economy, measured as GHG emissions per unit of economic output, decreased from 324.5 tons CO₂e per million dollars in 2001 to 264.8 tons per million dollars in 2011 (p. 2)”. These figures demonstrate the success of California’s efforts to become more energy efficient, but also the difficulty of reducing overall emissions while the State’s population is increasing.

Human Influence on Climate

According to the Intergovernmental Panel on Climate Change’s 2013 report, “warming of the climate system is unequivocal, and since the 1950’s, many of the observed changes are unprecedented over decades to millennia. The atmosphere and ocean have warmed, the amounts of snow and ice have diminished, sea level has risen, and the concentrations of greenhouse gases have increased” (p. 2, 2013). They also noted that “each of the last three decades has been successively warmer at the Earth’s surface than any preceding decade since 1850. In the Northern Hemisphere, 1983-2012 was likely the warmest 30 year period of the last 1400 years” (p. 3). The Summary for Policy Makers states “Human influence on the climate system is clear. This is evident from the increasing greenhouse gas concentrations in the atmosphere, positive radiative forcing, observed warming, and understanding of the climate system” (p.15).

Potential Climate Change Impacts in California

According to the third assessment from the California Climate Change Center (2012), “statewide average temperatures increased by about 1.7 degrees Fahrenheit from 1895 to 2011, and warming has been the greatest in the Sierra Nevada”. The assessment found that a larger proportion of precipitation is falling as rain instead of snow. Warmer temperatures have combined with long dry spells and contributed to more extreme wildfires. The assessment used “scaled down” global climate models to make predictions about future climate in California. They found that “by 2050, California is projected to warm by approximately 2.7 Degrees Fahrenheit above 2000 averages, a threefold increase in the rate of warming over the last century,” and by 2100, “average temperatures could increase by 4.1 to 8.6 degrees Fahrenheit, depending on emission levels.”

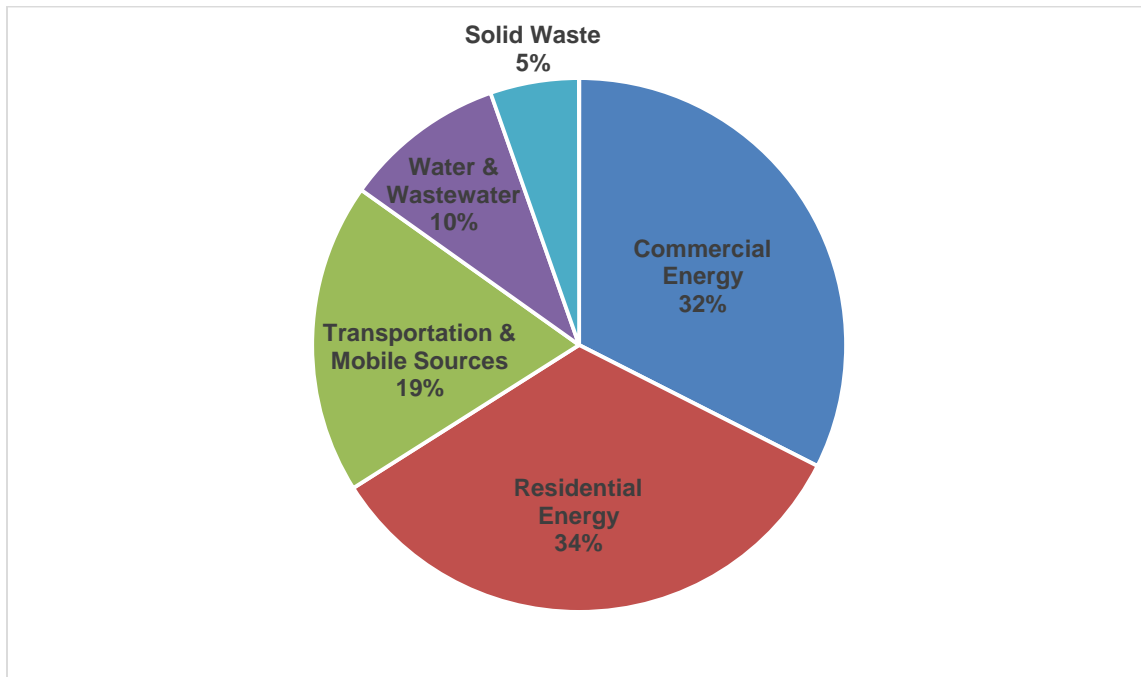
Potential Climate Change Impacts in San Juan Bautista

Increasing temperatures from climate change may have many impacts on San Juan Bautista, including an intensification of heat waves, impacts on agriculture and viticulture, and changes in precipitation. According to the California Energy Commission (2009), San Juan Bautista has a historical average temperature of 55.6 degrees Fahrenheit. Average temperatures are projected to increase by 3.4 degrees Fahrenheit by the year 2100 under a low-emissions scenario, and by 5.9 degrees Fahrenheit under a high emissions scenario (CEC, 2009). The actual increase may be higher or lower depending on actual future GHG emissions.

San Juan Bautista Greenhouse Gas Inventory

An emissions inventory for the City of San Juan Bautista was conducted for the year 2010, based on existing land uses, by the Association of Monterey Bay Area Governments (AMBAG). This inventory, shown in Table 4.7-1, was conducted using the International Council for Local Environmental Initiatives (ICLEI) US Community protocol, which is a national standard that establishes requirements and best practices for community GHG inventories. The 2010 inventory covered emissions of the five major global warming causing gasses from the following sources:

- **Transportation:** Emissions from vehicle trips beginning and ending in San Juan Bautista.
- **Residential and Commercial Energy use:** Emissions generated from purchased electricity or natural gas used within the City.
- **Solid waste disposal:** Indirect emissions resulting from the disposal of waste generated by the City.
- **Water & Wastewater:** Emissions from electricity used to supply, treat, and distribute water and wastewater in the City.

Table 4.7-2 San Juan Bautista, 2005 CO₂e emissions (MT)

Economic Sector	CO ₂ (MT)	CH ₄ (MT)	N ₂ O (MT)	CO ₂ e (MT)
Commercial Energy¹	2187.0	0.16	0.03	2201.0
Residential Energy²	2263.0	0.19	0.02	2274.0
Transportation & Mobile Sources³	1254.3	0.08	0.06	1276.5
Water & Wastewater⁴	0.00	31.0	0.01	663.7
Solid Waste⁵	0.00	17.4	0	364.3
Community Totals	5,704.31	48.82	0.13	6,779.56

Notes:

1. Commercial electricity and natural gas use data provided by PG&E.
2. Residential electricity and natural gas use data provided by PG&E
3. Transportation and mobile sources data provided by PG&E and aggregate vehicle data
4. Water and wastewater emission data provided by PG&E
5. Solid waste emissions based on 2003 California overall waste characterization

4.7.2 STANDARDS OF SIGNIFICANCE

4.7.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to GHG emissions if it would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

4.7.2.2 METHODOLOGY

While there is no official state guidance available for determining the thresholds of significance for greenhouse gas emissions impacts, the California Governor's Office of Planning and Research (OPR) suggests that public agencies consider the following when determining significance of a proposed project on greenhouse gas emissions and the environment.

1. **Identify GHG Emissions.** Lead agencies should make a good-faith effort, based on available information, to calculate, model, or estimate the amount of CO₂ and other GHG emissions from a project, including the emissions associated with vehicular traffic, energy consumption, water usage, and construction activities.
2. **Determine Significance.** When assessing a project's GHG emissions, lead agencies must describe the existing environmental conditions or setting without the project, which normally constitutes the baseline physical conditions for determining whether a project's impacts are significant. (OPR notes that the potential effects may not be individually significant, therefore it is required to include a consideration of cumulative impacts. Any dismissal of significance must be fully documented and supported).

CEQA Guidelines (§ 15064.7) state that:

"When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

This analysis of GHGs was completed using AMBAG's platform of climate and energy action planning tools. These tools were developed by ICLEI and the Statewide Energy Efficiency Collaborative (SEEC), an alliance between three statewide non-profit organizations and California's four Investor-Owned Utilities, to "help California cities and counties reduce greenhouse gas emissions and save energy" (SEEC, 2015). These tools were previously used by AMBAG to develop San Juan Bautista's community scale

greenhouse gas (GHG) emission inventory and projections, and to quantify potential emission reductions from various policies and mitigation measures. AMBAG provided access to the SEEC tools, which were used to generate estimated emissions in the years 2020 and 2035 under the “Business as Usual” scenario in the preferred Plan. In developing these tools, the SEEC has drawn from established methodologies and practices rather than creating new protocols or quantification methods. The GHG analysis was conducted according to the following guidance and basic parameters for inventorying emissions (BAAQMD, 2012):

- Emissions to include

Carbon dioxide (CO₂) must be inventoried across all sectors. It is also highly recommended that methane (CH₄) from landfills be included in GHG inventories. Accounting of N₂O, SF₆, HFC, and PFC emission sources can also be included where reliable estimation methodologies and data are available.

- Sectors to include

The inventory should reflect the legal geographic boundary of the jurisdiction.

- Emission sources to include/exclude

All GHG emission sources within the geographic scope of the inventory should be accounted for. If an emissions reduction is to be claimed through a mitigation measure, the correlating emission source must be included in the inventory. For example, a jurisdiction cannot take credit for installing an emissions capture facility at a closed landfill site unless the baseline emissions inventory includes that site as an emissions source. If any specific exclusion is made, it should be disclosed, along with a justification for the exclusion.

- Biogenic carbon emissions

Biogenic CO₂ emissions result from materials that are derived from living cells, as opposed to CO₂ emissions derived from fossil fuels, limestone, and other materials that have been transformed by geological processes. Biogenic CO₂ contains carbon that is present in organic materials that include, but are not limited to, wood, paper, vegetable oils, animal fat, food, and animal and yard waste. Biogenic CO₂ emissions should be excluded from the GHG inventory because these emissions are the result of materials in the biological/physical carbon cycle, rather than the geological carbon cycle.

- Units to report in

All GHG emissions should be reported in metric tons of CO₂ equivalent (CO₂e), per the international convention of using “global warming potentials.” To convert emissions into CO₂e, use the guidance provided in Equation 6.7 of ARB’s Local Government Operations Protocol, version 1.1 (page 34).

Base Year

According to the CARB, “Local governments need not try to back-cast to 1990 because of the Kyoto or California 1990 baseline under AB 32, but should rather concentrate their GHG inventory efforts on years for which that have complete and accurate data” (2010). The oldest year for which complete data is available is 2005. Therefore, 2005 was used as the base year.

4.7.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to GHGs.

GHG-1 The proposed Plan is **not expected** to generate greenhouse gas emissions, directly or indirectly, that may have a significant impact on the environment.

Implementation of the proposed Plan would not directly result in the creation of GHG emissions. However, subsequent development allowed under the proposed Plan may result in new projects that would increase GHG emissions in the City.

An AB 32 consistency determination is considered equivalent to a qualified GHG reduction strategy so long as it achieves one of the following three GHG emissions reduction goals:

1. Reduces emissions to 1990 GHG emission levels by 2020.
2. Reduces emissions 15 percent below 2008 or earlier emission levels by 2020.
3. Meets the plan efficiency threshold of 6.6 MTCO₂e per service population per year.

The most recent year for which complete GHG data was available was 2010, and the earliest year for which complete GHG data was available was 2005. Therefore, for the purposes of this analysis, only goals number two and three can be used to determine AB 32 consistency. Table 4.7-3 shows the estimated community-wide GHG inventory for San Juan Bautista in 2005, as well as the forecasted emissions in 2035 under the Preferred Scenario contained in the proposed Plan, and a business-as-usual scenario. Differences in forecasted emissions between the two scenarios are based primarily on differences in expected population and jobs.

Table 4.7-3 Greenhouse Gas Emissions by Sector and Planning Scenario

Economic Sector	Baseline (2005) MTCO₂e	2020 Preferred Scenario (MTCO₂e)	2035 Preferred Scenario (MTCO₂e)	2020 Business- as-usual Scenario (MTCO₂e)	2035 Business- as-usual Scenario (MTCO₂e)
Transportation	1,276.5	1,546	2,810	1,094	887
Energy- Residential	2,274.0	2,916	7,089	2,063	2,237
Energy- Nonresidential	2,201.0	1,349	1,792	1,261	1,432
Waste	364.3	549	1,334	384	410
Water/Wastewater	663.7	993	2,430	699	746
Total Community Emissions (MTCO ₂ e)	6,779.6	7,353	14,104	5,501	5,712
Population	1,383	2,657	3,175	1,981	2,105
MTCO ₂ e/ Service Population	4.90	2.77	4.44	2.78	2.71
2035 Per Capita Threshold (MTCO ₂ e/ Service Population)	6.6	6.6	6.6	6.6	6.6
Exceeds 2035 Per Capita Threshold	NO	NO	NO	NO	NO
Reduces emissions 15% below 2005 levels by 2020	NO	NO	NO	YES	YES

According to these calculations, under the preferred scenario the Plan will not reduce emissions 15 percent below 2005 levels by 2035, largely due to an increase in population. However, the proposed Plan would achieve AB 32 consistency by **not exceeding** the per capita thresholds of 6.6 MTCO₂e by 2035. In addition, the proposed Plan also contains the following programs and policies that may help to mitigate the potential impacts of GHG emissions:

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Program CO 1.2.2.1

Underutilized or vacant lands should be given priority for development.

Policy CO 1.3.1

Promote walkable and bikeable communities.

Program CO 1.3.1.1

Establish requirements for sidewalk and bike path connectivity in new development.

Policy CO 2.2.1

Reduce air pollution emissions from local sources.

Program CO 2.2.1.2

Set standards for idling buses near the mission.

Policy CO 3.1.1

Increase the use of solar energy.

Program CO 3.1.1.1

Streamline the permitting process and minimize permit fees for solar panels in new development.

Program CO 3.1.1.2

Aggregate and publicize state and federal incentives for solar panel installation.

Program CO 3.1.1.3

Incentivize the inclusion of solar panels in local construction during the design review process.

Program CO 3.1.1.4

Install solar panels on local government buildings.

Policy CO 3.2.1

Integrate water efficiency into local government operations and policies.

Program CO 3.2.1.1

Provide resources for water efficient landscaping and fixtures in new developments.

Program CO 3.2.1.2

Retrofit municipal landscapes with water-efficient planting.

Program CO 3.2.1.3

Monitor municipal water use and develop water conservation goals.

Program CO 3.2.1.4

Retrofit municipal facilities with water efficient fixtures and appliances.

Program CO 3.2.1.5

Retrofit municipal facilities to utilize reclaimed water in landscaping.

Program CO 3.2.1.6

Install purple pipe infrastructure at future municipal facilities and parks to facilitate the use of reclaimed water for irrigation.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy CO 3.3.1

Lead by example by improving energy efficiency in local government operations and facilities.

Program CO 3.3.1.1

Implement energy efficiency upgrades in local government buildings.

Policy CO 3.3.2

Inform the public about city-wide energy use and energy efficiency goals.

Program CO 3.3.2.1

Regularly monitor city-wide energy use and include results in local government reporting.

Program CO 3.3.2.2

Partner with local utilities to promote and expand energy efficiency programs to local residents, businesses, and contractors.

Policy CO 4.3.1

Target local and regional strategies to reduce greenhouse gas emissions.

Program CO 4.3.1.1

Expand the energy action strategy to include greenhouse gas emission reductions.

Program CO 4.4.1.1

Incorporate information on current water use, water conservation goals, and ways to reduce water use with water bills for residents and businesses.

Program CO 4.4.1.2

Regularly monitor city-wide water use and include results in local government reporting.

Program CO 4.4.1.3

Work with the Water Resource Association of San Benito County to promote and expand water conservation programs to local residents and businesses.

Applicable regulations:

Assembly Bill 32: Global Warming Solutions Act
California Building Code

Significance Before Mitigation: Less-than-significant

GHG-2 The proposed project is **not expected** to conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gasses. Therefore, this impact is **less-than-significant**.

Neither the City of San Juan Bautista nor San Benito County has adopted a local climate action plan or GHG thresholds. Therefore, the applicable plan or policy for regulating emissions of greenhouse gasses is the statewide emissions targets set by CARB in order to achieve the goals of AB 32. The analysis of expected GHG emissions under the proposed Plan indicated that statewide emission reduction goals will be achieved, by reducing emissions below the 6.6 MTCO₂e per capita threshold, as shown in table 4.7-3. In addition, the proposed Plan contains the following programs and policies that may help to mitigate the potential impacts of GHG emissions:

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Program CO 1.2.2.1

Underutilized or vacant lands should be given priority for development.

Policy CO 1.3.1

Promote walkable and bikeable communities.

Program CO 1.3.1.1

Establish requirements for sidewalk and bike path connectivity in new development.

Policy CO 2.2.1

Reduce air pollution emissions from local sources.

Program CO 2.2.1.2

Set standards for idling buses near the mission.

Policy CO 3.1.1

Increase the use of solar energy.

Program CO 3.1.1.1

Streamline the permitting process and minimize permit fees for solar panels in new development.

Program CO 3.1.1.2

Aggregate and publicize state and federal incentives for solar panel installation.

Program CO 3.1.1.3

Incentivize the inclusion of solar panels in local construction during the design review process.

Program CO 3.1.1.4

Install solar panels on local government buildings.

Policy CO 3.2.1

Integrate water efficiency into local government operations and policies.

Program CO 3.2.1.1

Provide resources for water efficient landscaping and fixtures in new developments.

Program CO 3.2.1.2

Retrofit municipal landscapes with water-efficient planting.

Program CO 3.2.1.3

Monitor municipal water use and develop water conservation goals.

Program CO 3.2.1.4

Retrofit municipal facilities with water efficient fixtures and appliances.

Program CO 3.2.1.5

Retrofit municipal facilities to utilize reclaimed water in landscaping.

Program CO 3.2.1.6

Install purple pipe infrastructure at future municipal facilities and parks to facilitate the use of reclaimed water for irrigation.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy CO 3.3.1

Lead by example by improving energy efficiency in local government operations and facilities.

Program CO 3.3.1.1

Implement energy efficiency upgrades in local government buildings.

Policy CO 3.3.2

Inform the public about city-wide energy use and energy efficiency goals.

Program CO 3.3.2.1

Regularly monitor city-wide energy use and include results in local government reporting.

Program CO 3.3.2.2

Partner with local utilities to promote and expand energy efficiency programs to local residents, businesses, and contractors.

Policy CO 4.3.1

Target local and regional strategies to reduce greenhouse gas emissions.

Program CO 4.3.1.1

Expand the energy action strategy to include greenhouse gas emission reductions.

Program CO 4.4.1.1

Incorporate information on current water use, water conservation goals, and ways to reduce water use with water bills for residents and businesses.

Program CO 4.4.1.2

Regularly monitor city-wide water use and include results in local government reporting.

Program CO 4.4.1.3

Work with the Water Resource Association of San Benito County to promote and expand water conservation programs to local residents and businesses.

Significance Before Mitigation: Less-than-significant

4.7.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

No mitigation measures are needed in order to mitigate potential significant impacts with regards to greenhouse gas emissions to less-than-significant levels.

Greenhouse Gas Emissions References

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4.8 HAZARDS & HAZARDOUS MATERIALS

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Emit hazardous emission or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a public airport or public use airport; or

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 6. Be located within the vicinity of a private airstrip. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Impair the implementation of or physically interfere with an adopted emergency response plan or and emergency evacuation plan; or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8. Expose people of structures to a significant loss, injury or death involving wildland fires, included 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"/> |

This section addresses the potential impacts of the proposed Plan on hazards and hazardous materials, and includes a discussion of State, federal, regional, and local policies regarding hazards and hazardous materials in and around the City of San Juan Bautista. Emergency response plans concerning wildfire, flooding, and geologic activity are discussed in this section, while fire protection services are discussed in Section 4.14, Public Services and Recreation.

The proposed Plan may lead to changes in land use or human activities that could potentially cause a significant increase in hazards and hazardous materials. The purpose of this analysis is to identify the potential impacts that the proposed Plan may have on hazards and hazardous materials, in addition to determining if they should be considered significant impacts on the environment.

4.8.1 ENVIRONMENTAL SETTING

San Juan Bautista is subject to a number of man-made and environmental hazards including floods, wildfires, and seismic activity. The California Department of Forestry and Fire Protection (CAL FIRE) has designated hillsides in the south and west of the City as 'high' fire risk during times of drought, and areas just outside the City limits as very high fire risk.

4.8.1.1 REGULATORY FRAMEWORK

This section discusses State, federal, and local regulations and programs related to Hazards and Hazardous Materials.

Federal Regulations and Programs

Environmental Protection Agency (EPA)

The United States Environmental Protection Agency provides regulations for handling, disposal, and transport of hazardous materials. The laws provided by the EPA are enforced in San Benito County to ensure safety.

Federal Emergency Management Agency (FEMA)

Although FEMA is a subordinate agency under the United States Department of Homeland Security, it has been tasked with assisting in disaster relief of various sorts. FEMA assists with disaster relief and administers the Flood Insurance Map Act of 1968. FEMA created the National Flood Insurance Program in 1968, which established the use of flood zones known as Special Flood Hazard Areas. These flood hazard zones, published in Flood Insurance Rate Maps by FEMA, restrict development in areas with a 1 percent or greater chance of annual flooding, otherwise known as the 100-year flood plain.

U.S. Department of Transportation (DOT) & Federal Aviation Administration (FAA)

The transportation of chemicals and hazardous materials is regulated by the United States Department of Transportation (DOT), which dictates the types of containers, labeling, and other measures to be used in the transport of such material on interstate highways. The Federal Aviation Administration (FAA) is an operating group within the DOT, and is specifically concerned with hazards to aviation. Federal Aviation Regulations (FAR) Part 77 addresses obstructions to navigable airspace. Ensuring compatible land uses with airports is a large role of the FAA. The City of San Juan Bautista does not have a municipal airport.

Occupational Safety and Health Administration (OSHA)

The Occupational Safety and Health Administration (OSHA) oversees administration of the Occupational Safety and Health Act, which requires specialized training for hazardous materials handlers, disclosure of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets (MSDS) from materials producers. Material safety data sheets describe the risks, appropriate handling, and procedures related to particular hazardous materials. Employee training must include response and remediation procedures for hazardous materials accidents in San Juan Bautista.

Federal Regulations

The following federal regulations address hazards and hazardous materials concerns.

Title 29, Code of Federal Regulations

Title 29 is concerned with labor laws and gives authority to OSHA.

Title 40, Code of Federal Regulations

Title 40 addresses environmental protection and gives authority to the EPA. Chapter VI addresses the chemical safety and hazard investigation board.

Title 49, Code of Federal Regulations

The Title 49 addresses the transportation, packaging, and storage of hazardous materials and authorizes penalties for violations.

Hazardous Materials Transportation Act of 1975

The Federal Hazardous Materials Transportation Act (49 USC Section 1801 et seq.) ensures the safe transport of hazardous materials via water, rail, highway, air, or pipeline. Subtitle C addresses hazardous waste generation, storage, treatment, and disposal. Subtitle I requires monitoring and containment systems for underground storage tanks that hold hazardous materials.

The Hazardous Materials Transportation Uniform Safety Act

Congress enacted the Hazardous Materials Transportation Uniform Safety Act (HMTUSA) in 1990 to condense conflicting state, local, and federal regulations. Like the Hazardous Materials Transportation Act, the HMTUSA requires the Secretary of Transportation to promulgate regulations for the safe transport of hazardous material in intrastate, interstate, and foreign commerce. The Secretary also retains authority to designate materials as hazardous when they pose unreasonable risks to health, safety, or property. The statute includes provisions to encourage uniformity among different state and local highway routing regulations, to develop criteria for the issuance of federal permits to motor carriers of hazardous materials, and to regulate the transport of radioactive materials.

Resources Conservations and Recovery Act

The Resources Conservation and Recovery Act (1976) can be understood as a 'cradle-to-grave' regulation on hazardous materials and substances. Administered by the U.S. EPA, the act establishes a federal regulatory program, which regulates the creation, storage, use, transport, and disposal of hazardous materials.

The Federal Emergency Planning and Community Right to Know Act of 1986

This act requires agencies and facilities to provide public notification of all known hazardous materials on-site and to notify the public of any accidental releases of hazardous materials.

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

CERCLA, better known as Superfund, was enacted in 1980. Using funds generated from a tax on the chemical and petroleum industries, the U.S. EPA identified contaminated sites for cleanup. The act also provides the federal government with the authority to respond to emergencies without prior notification of entering a site. CERCLA established requirements related to cleaning up abandoned and uncontrolled hazardous waste sites, which include identifying a responsible party to fund the cleanup. The EPA identifies potential cleanup sites on the National Priorities List (NPL).

State Regulations and Programs

California Environmental Protection Agency (CalEPA)

The California Environmental Protection Agency (CalEPA) is one of the primary agencies that regulates hazardous materials in California, and is authorized by the US EPA to enforce and implement federal hazardous materials laws and regulations. CalEPA has several departments with oversight of environmental protection. The Department of Toxic Substance Control (DTSC), a division of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the federal Resource Conservation Recovery Act (RCRA) of 1976 and the California Health and Safety Code. DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans (HMBPs). DTSC programs deal with: the aftermath clean-ups of improper hazardous waste management; evaluation of samples taken from sites; enforcement of regulations regarding use, storage, and disposal of hazardous materials; and encouragement of pollution prevention. In addition, DTSC's School Property Evaluation and Cleanup Division is responsible for assessing, investigating, and cleaning up proposed school sites. The Division's goal is to ensure that proposed school properties are free of contamination or that they have been cleaned to a level that protects the students and staff who will occupy the new school. School sites that will receive State funding for acquisition or construction are required to go through an environmental review and cleanup process under DTSC's oversight.

The Department of Pesticide Regulation is a division of the CalEPA, which regulates all aspects of pesticide sales and use to protect public health and the environment. The Integrated Waste Management Board is a division of the CalEPA providing oversight regarding the potential for hazardous materials in the solid waste stream. The California Office of Environmental Health Hazard Assessment (OEHHA) is a division of the CalEPA, which provides objective scientific evaluation of risks to public health and the environment posed by hazardous substances.

California Office of Emergency Services

The California Department of Emergency Services implements hazardous materials notification programs and provides emergency response services to hazardous materials accidents in cooperation with local emergency response providers.

California Division of Occupational Safety and Health (Cal OSHA)

Like OSHA at the federal level, Cal OSHA is the responsible state-level agency for ensuring workplace safety. Cal OSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event that a site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building. The State Division of Occupational Safety and Health (DOSHS) regulates hazardous materials in the workplace pursuant to OSHA.

California Building Code (2013)

The state of California provides minimum standards for building design through the 2014 *California Building Code* (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The 2013 CBC is based on the 1997 *Uniform Building Code*, but has been modified for California conditions. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the CBC. Typical FIRE safety requirements of the CBC include: the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Code of Regulations

Hazardous materials are defined by Title 22 of the California Code of Regulations and are governed by the Federal Hazardous Materials Transportation Act (42 USC Section 1801 et seq.) and the Resource Conservation and Recovery Act (42 USC Sections 6901 et seq.).

California Public Resources Code

Enacted in 1985, sections 4201-4204 of the California Public Resource Code require The California Department of Forestry and Fire Protection (CAL FIRE) to classify all State Responsibility Area lands into fire hazard severity zones. This attempts to retard the rate at which wildfire spreads and helps to reduce potentially intense wildfires that could destroy resources, life, and property.

California Health and Safety Code

The State Health and Safety Code (2011) regulates the transport, treatment, and disposal of hazardous wastes. Regulations concerning hazardous wastes are found in the following sections:

- Division 10, Chapter 8, Uniform Controlled Substances Act,
- Division 20, Chapter 6.5 Hazardous Waste Control,
- Chapter 6.67 Aboveground Storage of Petroleum,
Chapter 6.7 Underground storage of hazardous substances, and
- Chapter 6.75 Petroleum underground storage tank cleanup.

California Health and Safety Code Chapter 6.95 and 19, California Code of Regulations Section 2729, set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing the locations of hazardous materials storage and where such materials are handled or used. A business which uses hazardous materials or a mixture that contains such materials must create and implement a business plan if the hazardous material is handled in certain quantities.

California Department of Forestry and Fire Protection (CAL FIRE)

The California Department of Forestry and Fire Protection has mapped fire hazard potential throughout the state, ranking fire threat based on the presence of flammable material and the probability of an area burning. CAL FIRE has designated four categories of fire hazard potential: no fire threat, moderate, high, and very high fire threat. CAL FIRE's 2012 Strategic Plan contains goals, objectives, and policies to prepare for and mitigate the effects of fire on California's natural and built environments (CAL FIRE, 2012).

California Fire Code

California Code of Regulations, Title 24, also known as the California Building Standards Code, contains the California Fire Code (CFC), included as Part 9 of that title (California Building Standards Commission, 2013). It is updated every three years and includes provisions and standards for emergency planning, preparedness, fire services, fire protection systems, hazardous materials, fire flow requirements, and fire hydrant locations and distribution.

California Emergency Management Agency (CAL EMA)

The California Emergency Management Agency (CAL EMA) was established as part of the Governor's Office on January 1, 2009. It was created by Assembly Bill 38 (Nava), which merged the duties, powers, purposes, and responsibilities of the former Governor's Office of Emergency Services with those of the Governor's Office of Homeland Security. Cal EMA is responsible for the coordination of overall state agency response to major disasters in support of local government. The agency is responsible for assuring the state's readiness to respond to and recover from all hazards, whether natural or man-made.

The California Department of Transportation

The California Department of Transportation (Caltrans) manages more than 50,000 miles of California's highway and freeway lanes, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies on transportation related planning. Caltrans is also the first responder for hazardous material spills and releases that occur on those highway and freeway lanes and inter-city rail services. The California Highway Patrol, along with Caltrans, enforces and monitors hazardous materials and waste transportation laws and regulations provided by the U.S. Department of Transportation.

State Water Resources Control Board

The San Benito County Water District coordinates its programs with the State Water Resources Control Board, neighboring jurisdictions, and state and federal agencies such as the Central Coast Regional Water Quality Control Board. The Watershed Protection District, a subordinate department, conducts management planning with regards to groundwater.

Hazardous Materials - Specific Programs and Regulations

Asbestos-Containing Materials (ACM) Regulations

State-level agencies, in cooperation with the federal EPA and OSHA, regulate removal and transport procedures for asbestos-containing materials. The substance is now banned. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Also, the laws include warnings that must be obeyed and mandatory practices to reduce the risk for asbestos release and exposure. Finally, federal, State, and local agencies must be notified prior to demolition or construction activities that have the potential to release asbestos.

Polychlorinated Biphenyls (PCBs)

The U.S. EPA prohibited the use of PCBs in most new electrical equipment beginning in 1979, and started a phase-out for the majority of equipment containing PCBs. The inclusion of PCBs in electrical equipment, and the handling of those PCBs, are regulated by the Toxic Substances Control Act, 15 U.S.C. § 2601 et seq. (TSCA). Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and highly specific safety procedures for their disposal. The State of California also regulates electrical equipment and materials contaminated by PCBs exceeding a certain threshold as hazardous waste. These regulations require that such materials be treated, transported, and disposed of appropriately. Regional water quality control boards may exercise discretion over the classification of associated wastes at lower concentrations for non-liquids.

Lead-Based Paint (LBP)

Cal OSHA provides standards for lead in Construction under the California Code of Regulations, Title 8, Sections 1532.1. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Local/Regional Regulations and Programs

San Benito Water District Code of Regulations

The San Benito County Water Conservation and Flood Control District Act aims to provide protection of life and property from damage or destruction from flood and storm waters. Adopted in 1953, the act establishes precautionary measures to ensure that the county is in compliance with California law to safeguard property.

San Benito County Community Wildfire Protection Plan 2010

The *San Benito County Community Wildfire Protection Plan* (2010) (SBCCWPP) was developed by the San Benito Fire Safe Council with guidance from CAL FIRE. The plan serves as a fire protection planning document that presents the County's physical characteristics, landscape-scale fire hazard, rated fire hazard risk areas, the wild land urban interface (WUI), and designated fuel reduction projects and specifications for the area. The goal of this SBCCWPP is to provide a planning-level framework for hazardous fuel assessment and reduction within County WUI areas so that structures and assets are

provided additional protection, reducing the potential for wildfire-originated ignitions. This SWBCCWPP is intended to be a living document managed and updated routinely by the SBFSC.

San Benito County Hazardous Materials Incident Response Area Plan 2008

The goal of the *San Benito County Hazardous Materials Incident Response Area Plan* (2008) is to develop pre-incident site surveys and to assist agencies and businesses in their pre-emergency planning and emergency response roles. It also provides the public with information about facilities that may have the potential to pose a threat to the health and safety of the community. Finally, the Area Plan is designed to assist in the mitigation of damage to the environment from a hazardous materials release.

The Plan is established pursuant to: Chapter 6.95 of the California Health and Safety Code (HSC) regarding hazardous material business plans; Title 19 and Title 26 of the California Code of Regulations (CCR); minimum standards for area plans' and title II of the Superfund Amendments and Reauthorization Act (SARA); the community "right to know" law; the Occupational Safety and Health Administration 29 CFR 1910; and the San Benito County Code Section 7B.

San Juan Bautista Municipal Code

The Legislature of the State of California has in Government Code Sections 65302, 65560, and 65800 conferred upon local government units the authority to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry.

County of San Benito Emergency Operations Plan

The County has developed an all hazard emergency plan (fire, floods, and earthquakes) to manage and coordinate emergency operations. Priorities of the plan concern saving human lives, the protection of property, providing aid for survivors, providing information, preserving government, as well as restoring essential services.

San Juan Bautista Emergency Operations Plan

The San Juan Bautista Emergency Operations Plan is to be used in combination with the San Benito County Emergency Operations Plan, which has identical goals and priorities. Methods of implementation for this plan include: public awareness and education, hazard identification, capability assessment, and hazard mitigation.

4.8.1.2 Existing Conditions

This section discusses the existing conditions related to hazards and hazardous materials in and around San Juan Bautista.

Wildland Fire Hazard

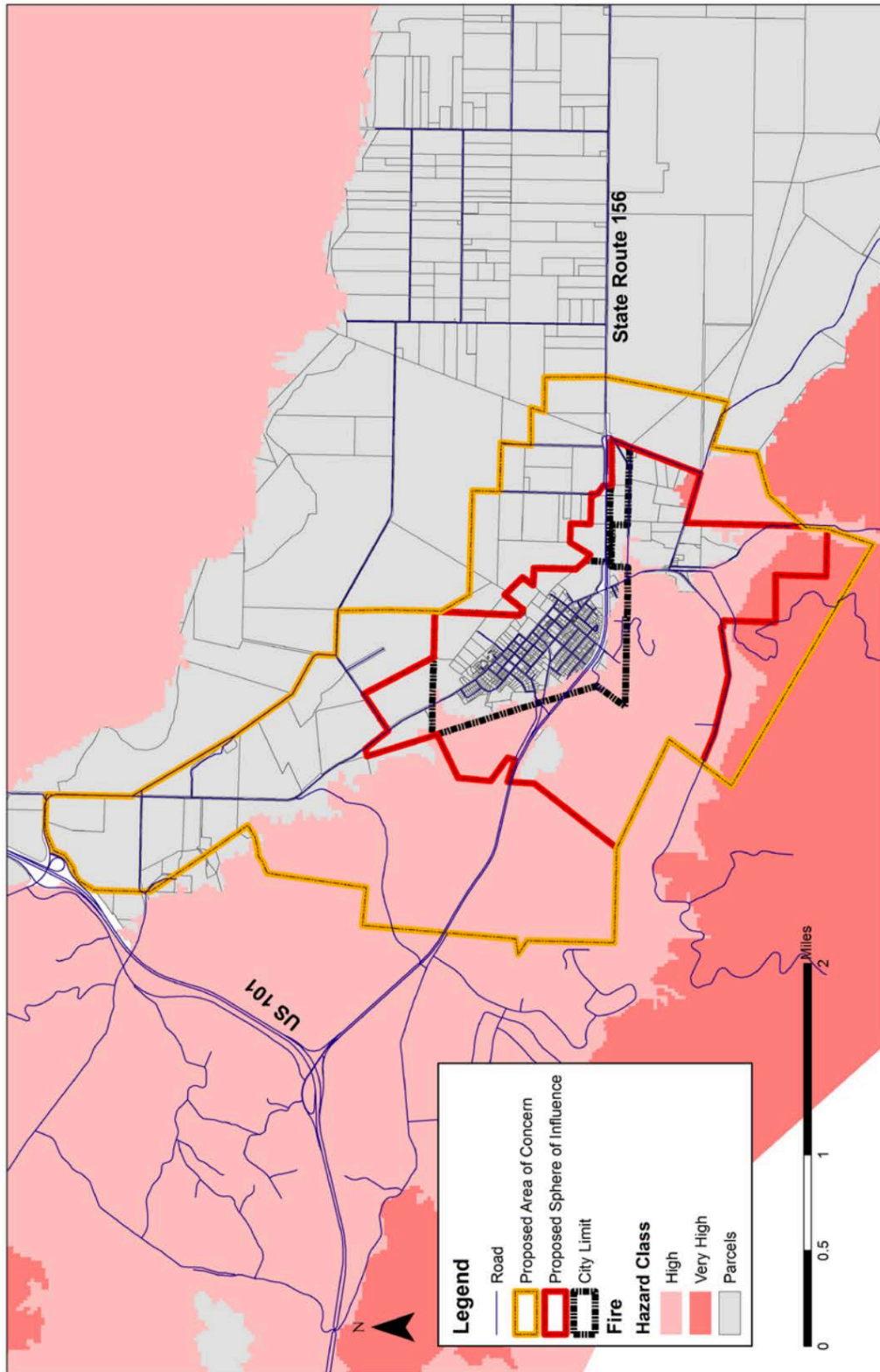
San Juan Bautista is subject to a number of man-made and environmental hazards, given its location, including floods, wildfires, and seismic activity. CAL FIRE has designated hillsides in the south and west of the City as high fire risk during severe drought and during

times of drought, and areas just outside the City limits as very high fire risk. Map 4.8-1 depicts locations CAL FIRE has categorized as high severity fire zones.

Airport related Hazards

San Juan Bautista is located twelve miles Southwest of Hollister Municipal Airport, which is in the City of Hollister. The City-owned airport covers 343 acres and consists of two asphalt-paved runways at lengths of 6,350 ft. x 100 ft. and 3,150 ft. x 100 ft. The airport is predominately used by single-engine aircraft, but is also a regional center for glider activity, including lessons, rides, and a non-profit club. Hazel Hawkins Memorial Hospital has an active helipad in case emergency transport is necessary. Hollister is also home to Christensen Ranch and Frazier Lake Airpark, which are private airstrips.

Map 4.8-1 Fire Severity Zones



Source: CAL FIRE, 2014; Cal Poly San Luis Obispo, 2014

4.8.2 STANDARDS OF SIGNIFICANCE

4.8.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
2. 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;
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;
4. 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 create a significant hazard to the public or the environment;
5. 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;
6. 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;
7. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan;
8. 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.

4.8.2.2 METHODOLOGY

In order to assess impacts associated with hazards and hazardous materials, preferred growth areas and existing inhabited areas identified in the proposed Plan were compared to the locations of hazardous material sites, airports, and fire hazard zones. The City of San Juan Bautista Background Report, policies from the proposed Plan, Natural Hazard Mitigation Plan, and Fire Hazard Planning documents published by the State were also used for the review. Computer analysis using Geographic Information System (GIS) software was used to measure the proximity of inhabited areas to the hazards discussed above.

4.8.3 IMPACT DISCUSSION

This section discusses the proposed Plan-specific and cumulative impacts related to hazards and hazardous materials. This discussion is organized by the above standards of significance.

HAZ-1 Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

According to the proposed Plan, light industrial is the only proposed or currently existing land use type that is likely to produce hazardous materials. Due to the expected low intensity of industrial production, it is unlikely that significant amounts of hazardous materials will be produced or disposed of. Existing industrial land uses, such as gas stations, routinely have gasoline transported to their facilities, and there are regulations and response procedures in place in the event of a spill. Heavy manufacturing and heavy industry are currently absent within city limits. While a new gas station will soon be under construction at 404-408 The Alameda, necessary precautions are being taken to prevent accidents. In addition, the proposed Plan contains the following programs and policies addressing the routine transport, use, or disposal of hazardous materials, which are expected to mitigate impacts to less than significant levels:

Objective PS 4.1

Reduce the number of hazardous sites by 2035.

Policy PS 4.1.1

Provide development incentives for property owners with contaminated sites.

Program PS 4.1.1.1

Expedite permitting and reduce fees for property owners with contaminated sites wanting to remove the contamination.

Policy PS 4.8.1

Maintain separation between residential areas and hazardous materials.

Program PS 4.8.1.1

Develop residential uses in areas that have not experienced hazardous material contamination if other feasible locations are available.

Program PS 4.8.1.2

Require zoning and environmental review procedures that ensure development around potentially hazardous sites occurs with minimal future risks to health, life, and property.

Program PS 4.8.1.3

Require soil sampling for development on those sites where past activities, including application of agricultural chemicals, may have led to soil contamination.

Applicable regulations:

Assembly Bill 32: Global Warming Solutions Act

California Building Code

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant Impact

HAZ-2 Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to creating 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.

The proposed Plan does not propose any land uses that would create accident conditions for the release of hazardous materials in the long-term. Existing and proposed industrial land uses are of light intensity and industrial uses such as gas stations have mitigation measures in place to monitor their potential for leaking gasoline into the groundwater system. In the short term, construction can lead to the release of hazardous materials such as asbestos and lead based paint, especially if older buildings are demolished. The plan calls for the reuse, recycling, or salvage of construction materials. The reuse or recycling of all hazardous materials is prohibited according to Title 8, Section 1735 of the California Code of Regulations regarding demolition and construction.

Applicable Regulations:

Title 8, Section 1735 California Code of Regulations

Federal Emergency Planning and Community Right to Know Act of 1986

Significance Before Mitigation: Less-than-significant

HAZ-3 Build-out of the proposed Plan would result in **no impacts** with mitigations incorporated in regards to emitting hazardous

emissions or handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Build out of the proposed Plan would not incorporate any hazardous emissions, handling of hazardous or acutely hazardous materials substances, or waste within one quarter mile of an existing or proposed school.

Significance Before Mitigation: No Impact

HAZ-4 Build-out of the proposed Plan would result in **no impacts** in regards to being located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

There no operational underground storage tanks located within the proposed build-out.

Applicable Regulations:

Title 8, Section 1735 California Code of Regulations

Federal Emergency Planning and Community Right to Know Act of 1986

Significance Before Mitigation: No Impact

HAZ-5 Build-out of the proposed Plan would result in **no impacts** in regards to being 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.

There are no airports within the City boundary. The nearest operating airports/airfields in the region are Hollister Municipal and Hazel Hawkins Memorial Hospital, which has a helipad. All of these facilities are more than 10 miles away from the City.

Applicable Regulations:

Federal Aviation Regulations (FAR) Part 77

Significance Before Mitigation: No Impact

HAZ-6 Build-out of the proposed Plan would result in **no impacts** in regards to being located within the vicinity of a private airstrip.

There are no operational private airstrips within the city boundaries. The nearest private operating airports/airfields in the region are Christensen Ranch Airport and Frazier Lake Airpark. All of these facilities are more than 10 miles away from the City.

Applicable Regulations:

Federal Aviation Regulations (FAR) Part 77

Significance Before Mitigation: No Impact

HAZ-7 Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to impairing the implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan.

Recommendations:

Objective PS 5.1

Improve emergency response times.

Policy PS 5.1.1

The City should to work on reducing response time with all corresponding agencies.

Program PS 5.1.1.1

Investigate and adopt specific strategies to improve current response times.

Objective PS 6.1

Ensure a coordinated emergency response effort.

Policy PS 6.1.1

The City should to work on reducing response time with all corresponding agencies.

Program PS 6.1.1.1

Develop a City wide Emergency response plan.

Program PS 6.1.1.2

Ensure the Emergency response plan includes procedures for collection and storage of emergency needed provisions such as water, food, and medical supplies.

Program PS 6.1.1.3

Participate as an active member of the San Benito County Office of Emergency Services Collaborative.

Policy PS 6.1.2

Establish city evacuation location(s) and provide all residents with information of their specific location(s) with established routes.

Program PS 6.1.2.1

Educate all residents on emergency procedures and evacuation routes that are practiced through community drills.

Significance Before Mitigation: Less-than-significant

HAZ-8	Build-out of the proposed Plan would result in less-than-significant impacts in regards to exposing people on structures to a significant risk of loss, injury or death involving wildland fires, includes where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
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Recommendations:

Objective PS 3.1

Reduce the risk of damage from wildland fires.

Policy PS 3.1.1

Promote the use of defensible space in order to reduce the risk of structure fires.

Program PS 3.1.1.1

Require landowners to abide by defensible space standards provided by the California Department of Forestry and Fire Protection.

Program PS 3.1.1.2

Require new development along wild lands to have built in fire breaks.

Program PS 3.1.1.3

Require easements to buffer new development from wild lands.

Program PS 3.1.1.4

Collaborate with the San Benito Fire Safe Council, San Juan Bautista Fire Department, and the California Department of Forestry and Fire Protection to develop and implement an effective and environmentally-sound weed abatement program and utilize the California Department of Forestry and Fire Protection defensible space standards and recommendations.

Policy PS 3.1.2

All public roads in high fire hazard areas should have fire breaks on both sides.

Program PS 3.1.2.1

Create fire breaks along all public roads in high fire hazard areas.

Objective PS 3.2

Strengthen firefighting capabilities.

Program PS 3.2.2.1

Require minimum Fire Department accessibility to all developments.

Program PS 3.2.2.2

Coordinate with the San Juan Bautista Fire Department, San Benito Fire Council, and California Department of Forestry and Fire on review of new development projects.

Table 4.8-1 displays the approximate area in acres of preferred growth areas that intersect areas classified by CAL FIRE as having “high” or “very high” risk for wildland fire threat.

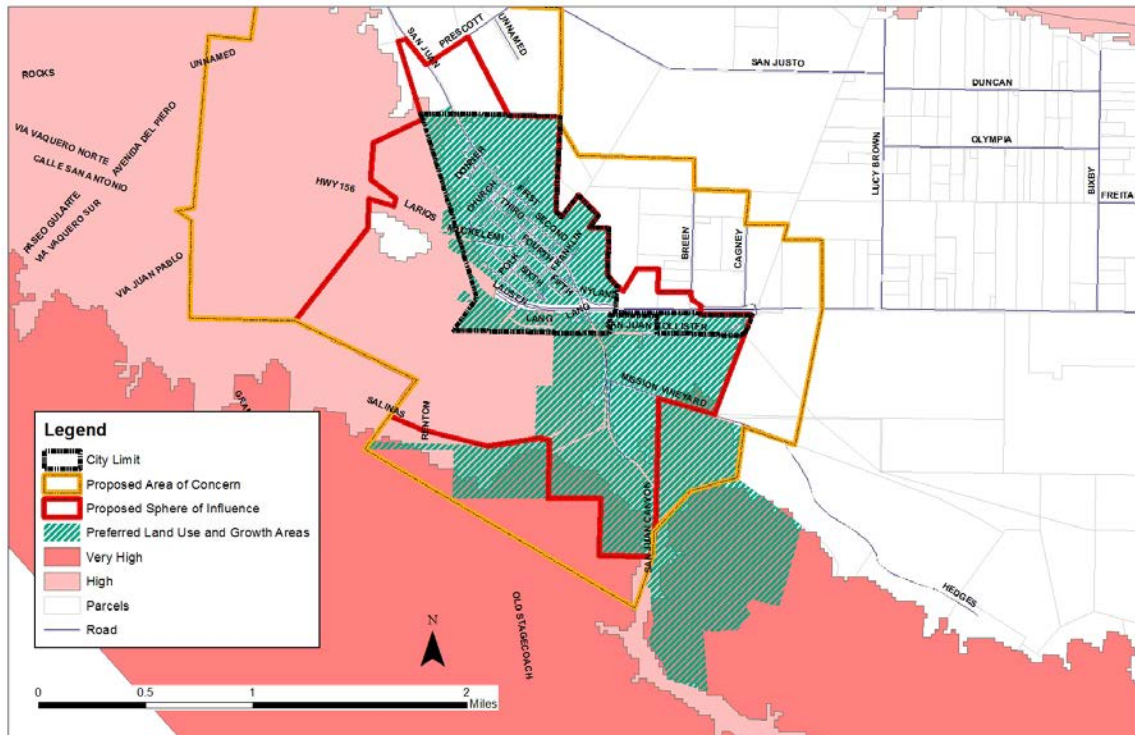
Table 4.8-1 Preferred Growth Areas in “High” or “Very High” Risk for Wildland Fire Threat

Proposed Land Use	Acres Intersecting CAL FIRE's high risk fire threat	Acres Intersecting CAL FIRE's very high risk fire threat
Agriculture	919.715746	137.28333
Commercial	3.674249	0
Industrial	0	0
Mission	0	0
Public Facility	15.713887	0
Park	0	0
Other	0.70828	0
Multi-Family	0	0
Mixed-Use	0	0
Single Family	25.991092	0
Vacant	15.102	0

Source CAL FIRE, 2014; Cal Poly San Luis Obispo, 2014

Map 4.8-2 displays where the preferred growth areas are located in relation to areas classified as having “high” or “very high” risk for wildland fire threat. The preferred growth areas are largely outside of the “high” and “very high” risk areas.

Map 4.8-2 Fire Hazard Severity Zones in relation to Preferred Growth Areas



Source: CAL FIRE, 2014; *Cal Poly San Luis Obispo*, 2014

Applicable Programs

2013 California Building Code

2013 California Fire Code

California Public Resources Code (PRC) Sections 4201-4204

County of San Benito Emergency Operations Plan (CURRENTLY BEING UPDATED)

San Juan Bautista Emergency Operations Plan (Possibly being UPDATED)

San Benito County Community Wildfire Protection Plan 2010

San Benito County Hazardous Materials Incident Response area Plan 2008

Significance Before Mitigation: Less-than-significant

4.8.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Build-out of the proposed Plan would result in no significant impacts related to hazards or hazardous materials within city limits.

Hazards and Hazardous Materials References

- California Department of Forestry and Fire Protection. (2014) Fire Hazard Severity Zone Map. Retrieved from
http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps.php
- City of San Juan Bautista. (2014). Draft San Juan Bautista 2035 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.

4.9 HYDROLOGY & WATER QUALITY

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. 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"/>
10. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This chapter evaluates the potential for the proposed Plan to impact the local hydrology and water quality of San Juan Bautista. The chapter begins with a description of San Juan Bautista's existing environmental and regulatory setting as it relates to surface hydrology and groundwater quality. The potential impacts to hydrology and water quality associated with adoption of the proposed Plan are then detailed and evaluated.

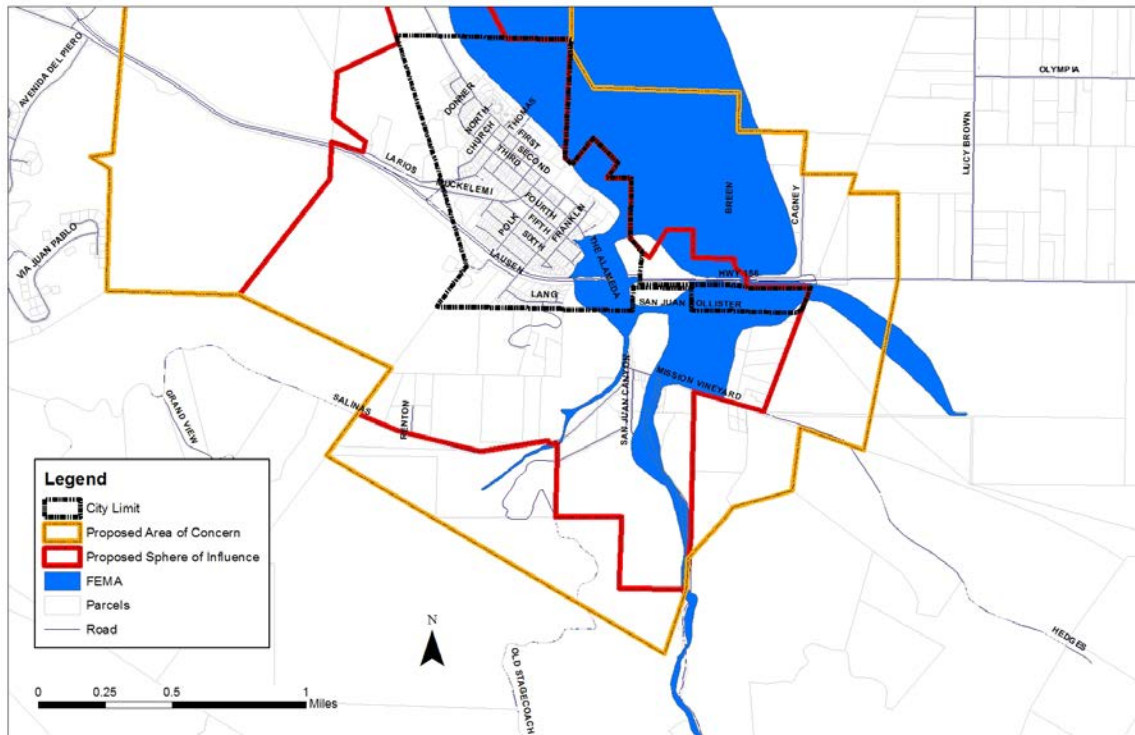
The proposed Plan may lead to changes in land use or human activities that could potentially cause a significant impact to hydrological features and water quality within the proposed Plan area. The purpose of this analysis is to identify all of the potential impacts that the proposed Plan may have on local hydrology and water quality, and determine the level of significance of the Plan's impacts upon the environment and the City's drainage plan and storm water management capacity.

4.9.1 ENVIRONMENTAL SETTING

Flooding

There are multiple environmental factors that contribute to flooding. These factors include heavy precipitation, soil properties, and inadequate infrastructure to manage storm water runoff. Drainage systems must be able to accommodate surface water run off during peak flow events that can cause inundation. Excessive debris may also cause blockages within the City's drainage system, causing localized flooding around blocked drainage lines. Dam and levee failures, due to technological malfunctions, may also result in flooding.

Flood risks are typically associated with areas in close proximity to creeks, streams, and rivers where development of the built environment has significantly altered the topography of watersheds, surface permeability capacity, or local hydrology. Areas of flood risk are mapped in the City of San Juan Bautista by the Flood Insurance Rate Map (FIRM) program conducted by Federal Emergency Management Agency (FEMA). These maps display the high water mark of one hundred year flood zones, identifying areas susceptible to flooding with a 1% probability of occurrence in any given year.

Map 4.9- 1 San Juan Bautista FEMA 100 year Flood Hazard Zone

Source: Cal Poly San Luis Obispo, 2015; FEMA Flood Insurance Rate Map

The identified flood zones of San Juan Bautista are located primarily in the southeast and northeastern regions of the City, while major flood zones are located just outside city limits to the northeast in primarily agricultural areas. According to the proposed Plan's safety element, "although most of the City lies above the 100-year flood elevation, there are flood plains associated with San Juan Creek and two of its tributaries that encompass a portion of the City and a large part of the unincorporated area." The San Juan Bautista General Plan Background Report identifies Flood-prone areas primarily as the Mission, farms, the RV Park, and land along both sides of The Alameda Plaza. Flooding occurs as shallow "sheet flow" when the stream reaches its capacity to handle the volume of runoff. All FEMA flood zones identified within City Limits and the Sphere of Influence are classified as Zone A, meaning detailed studies are needed to determine the appropriate hazard level and flood insurance rates (City of San Juan Bautista, 2014b).

Dam Failure

The San Justo Reservoir located just southeast of San Juan Bautista poses the only direct risk of dam failure. The Background Report states that the likelihood of dam failure is minimal (City of San Juan Bautista, 2014c).

Drainage

Storm water in San Juan Bautista is managed through a combination of storm drains and sewer systems, roadside ditches, and surface drainage ways. According the Plan, in locations where storm drainage is not present, surface water runoff occurs as sheet flows until reaching nearby ditches or drainage ways. Lacking adequate and coordinated drainage systems, problems such as storm water pooling and overbank flooding can become prevalent issues during heavy rainfall periods. Surface flows tend to follow natural contours of the land to the north and east regions of the watershed basin. The City of San Juan Bautista currently has no coordinated drainage system in place (City of San Juan Bautista, 2014b).

Groundwater

The San Benito County General Plan identifies groundwater as the county's major source of water supply. San Juan Bautista is located within the Gilroy-Hollister Basin, and draws its water from the San Juan Bautista Sub-Basin of the Gilroy-Hollister Basin, which is divided into eight sub-basins for management purposes. San Benito County Water District (SBCWD) maintains two reservoirs, the Hernandez and the Paicines Reservoirs, located along the San Benito River and used for flood control and water conservation through use of managed releases for downstream groundwater recharge (San Benito County, 2013a).

The Plan states that San Juan Bautista has adequate groundwater resources. However, water quality has been identified as a major concern. According to the 2013 Consumer Confidence Report, salinity, nitrates, boron, hardness, and trace element levels are known to exceed state drinking standards. San Juan Bautista relies exclusively on groundwater to meet supply demands. The City has three wells located in the southeast region. Two of these wells provide all of the water to meet the City's water supply demand, while the third well serves as a standby emergency water source. All three wells are vulnerable to:

- Agricultural irrigation runoff
- Fertilizer, pesticide, and herbicide applications
- Grazing and other livestock operations
- Septic systems (both high and low density sewer collection systems)
- Underground storage tanks
- Activities associated with:
 - Auto Repair
 - Farm Machinery Repair
 - Fleet Truck and Bus Terminals
 - Scrap and Salvage Yards
 - Machine Shops
 - Utility Stations
 - Maintenance Areas

Most local groundwater in the county is mineralized and of marginal quality for drinking and agriculture. This is the result of natural conditions as well as agricultural and urban activities (San Benito County, 2013b).

Gilroy-Hollister Valley Basin

According to the Central Coast Hydrologic Region Gilroy-Hollister Groundwater Basin Bulletin 118, the Gilroy-Hollister Valley Groundwater Basin lies between the Diablo Range on the east with the Gabilan Range and the Santa Cruz Mountains to the west. The San Andreas Rift Zone bounds the basin in the southwest region, while the northern portion drains toward Monterey Bay through the Pajaro River and its tributaries. The southern portion drains through the San Benito River and its tributaries. The Gilroy-Hollister Basin is comprised of a sedimentary sequence consisting primarily of: clay, silt, sand, and gravel ranging in age from the Tertiary to Holocene. The Oldest deposits are unconfirmed consolidated bedrock of Jurassic, Cretaceous, and Tertiary ages. The estimated capacity of the Gilroy-Hollister Valley Basin is 932,000 acre-feet (California Department of Water Resources, 2004).

San Juan Bautista Sub-Basin

The San Juan Bautista Sub-Basin consists primarily of Holocene age alluvium and Purisima Formation of Pliocene age. According to the Central Coast Hydraulic Region Gilroy-Hollister Groundwater Basin Bulletin 118, Holocene alluvium consists of saturated deposits of moderate to extreme permeability with a thickness range of 0 to 300 feet in depth. The Purisima Formation consists of more consolidated, less permeable deposits ranging in depths from 0 to several thousand feet deep. In the San Juan Bautista Sub-Basin, the Purisima Formation lies upon consolidated Jurassic basement rock. The Calaveras and Sargent Faults function as impermeable barriers to groundwater flow in the sub-basin; however the unconfined nature of the sub-basin has no restrictive structures to vertical flow (California Department of Water Resources, 2004).

4.9.1.1 REGULATORY FRAMEWORK

According to the 2035 San Benito County General Plan, the San Juan Bautista Background Report (2013), and the Draft San Juan Bautista 2035 General Plan, the water resources regulation setting for San Juan Bautista includes:

Federal Regulations

Clean Water Act, 1972

The Clean Water Act (CWA) regulates the water quality of all discharges into waters of the U.S., including wetlands and intermittent stream channels, making it illegal to discharge pollutants from a point (stationary) source into navigable waters without a permit. Navigable waters are waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce (USACE, 2008, pg. 2). The CWA provides the statutory basis for the US Environmental Protection Agency to administer the National Pollution Discharge Elimination System (NPDES) permit program and regulate discharge of pollutants from point-source water polluters by setting effluent limits on receiving waters. Section 401, Title 33, Section 1341 of the CWA sets forth water quality certification requirements for “any applicant applying for a Federal license or permit to conduct any

activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable water.”

Federal Emergency Management Agency (FEMA)

The National Flood Insurance Program (NFIP), a Federal program administered by the Federal Emergency Management Agency (FEMA), requires program participants to satisfy certain mandated floodplain management criteria. The National Flood Insurance Act of 1968 has adopted as a desired level of protection, an expectation that developments should be protected from floodwater damage of the Intermediate Regional Flood (IRF). The IRF is defined as a flood that has an average frequency of occurrence on the order of once in 100 years although such a flood may occur in any given year.

National Pollutant Discharge Elimination System (NPDES)

The NPDES is a required permit program regulating discharges of point source municipal waste and non-point source storm water runoff.

State Regulations

The Cobey-Alquist Floodplain Management Act

The Cobey-Alquist Floodplain Management Act encourages local governments to plan, adopt, and enforce floodplain management regulations (California Water Code Section 8400, et seq.). Where a federal flood control project report has been issued designating floodway boundaries, the Department of Water Resources or the State Reclamation Board will not appropriate money in support of the project unless the applicable agency has enacted floodplain regulations. Those regulations must provide that:

- Construction of structures in the floodway that may endanger life or significantly reduce its carrying capacity shall be prohibited.
- Development will be allowed within the “restrictive zone” between the floodway and the limits of the floodplain as long as human life and the carrying capacity of the floodplain are protected (Water Code Section 8410).

The Porter-Cologne Water Quality Control Act of 1960

The California Water Code Section 13000, charges the State Water Resources Control Board to protect the quality of all state waters. To enforce state regulations, the Regional Water Board issues waste discharge requirement (WDR) permits for wastewater disposal.

Groundwater Management Act (California Water Code 10750-10755.4)

Sections 10750-10756 of the California Water Code (AB3030) provide a systematic procedure for an existing local agency to develop a groundwater management plan. This Section of the code provides such an agency with the powers of a water replenishment district to raise revenue to pay for facilities to manage the basin (extraction, recharge, conveyance, quality).

Groundwater Elevation Monitoring Program Act (GEMPA) (California Water Code 10920 and 10936.4)

Establishes a groundwater-monitoring program for all Department of Water Resources (DWR)-defined basins in California. SBCWD, the groundwater monitoring entity for county groundwater basins, maintains an active water resource monitoring program in the San Benito County portion of the Gilroy-Hollister basin, where most county groundwater pumping and management occurs.

Water Conservation Act of 2009 (Senate Bill X7-7)

Senate Bill X7-7 mandates water conservation targets and efficiency improvements for urban and agricultural water suppliers. Senate Bill X7-7 requires the Department of Water Resources, through consultation with other state agencies, to develop a single standardized water use reporting form, which would be used by both urban and agricultural water agencies.

Department of Water Resources (DWR)

In 1956, the Legislature passed a bill creating DWR to plan, design, construct, and oversee the building of the nation's largest state-built water development and conveyance system. Today, DWR protects, conserves, develops, and manages much of California's water supply including the State Water Project, which provides water for 25 million residents, farms, and businesses.

Working with other agencies and the public, DWR develops strategic goals and near-term and long-term actions to conserve, manage, develop, and sustain California's watersheds, water resources, and management systems. DWR also works to prevent and respond to floods, droughts, and catastrophic events that would threaten public safety, water resources and management systems, the environment, and property (CDWR, 2014).

State Water Resources Control Board (SWRCB)

Construction General Permit (2009-0009-DWQ)

Requires all construction activities that disturb one or more areas of land that could impact hydrologic resources to comply with requirements of SWRCB Construction General Permits.

Central Coast Regional Water Quality Control Board (CCRWQCB)

The CCRWQCB monitors hydrological areas and provides regulatory oversight. The CCRWQCB also handles the issuance of waste discharge requirements, enforcement action against violators, and monitoring of water quality through the development of "basin plans".

California Department of Fish and Wildlife

California Fish and Game Code

The California Fish and Game Code declares it unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake without notifying the California Department of Fish and Wildlife (CDFW).

Local/Regional Regulations

San Benito County Water District (SBCWD)*Gilroy-Hollister Basin Plan*

The Gilroy-Hollister Basin Plan designates beneficial uses, established water quality objectives, and contains implementation programs and policies to achieve objectives for all waters addressed in the Basin Plan and its 8 sub-basins.

4.9.1.2 EXISTING CONDITIONS

This section discusses the existing conditions related to hydrology and water quality in San Juan Bautista.

Water

The *San Juan Bautista Background Report* (2013) states that the City faces significant challenges as a “result of problems with every aspect of water management”: supply, sanitation, and drainage. In acknowledgement of the need for integrated water management, the Plan incorporates the dynamic nature of the water system into many of its elements. The City of San Juan Bautista is the area’s municipal water supplier. It owns and operates three wells, but only two are in use due to water quality issues. In 2013, average daily water use in the City ranged from a low of 166,000 gallons per day (gpd) in February, to 350,000 gpd in the peak month of May (City of San Juan Batista, 2014c).

According to the Background Report, the San Juan School owns and operates its own wells and distribution system. Residents in remote areas of the City’s Urban Service Area attain their potable water from privately owned wells. The San Benito County Water District provides water to the City’s agricultural areas through a pipeline that brings water from the Central Valley Water Project, the San Luis Reservoir, and the San Felipe Water Project. Farms supplement water allocations with water pumped from private wells.

Wastewater

The City of San Juan Bautista provides sewer services to most properties within city limits. In 2009, San Juan Bautista installed a steel tank increasing the reservoir capacity of the City’s water treatment plant to 1,250,000 gallons. The water is treated and distributed through 4” to 8” mains. For more information see Utilities Section 4.16.

Drainage

According to the San Juan Bautista Background Report (2013), storm drainage is not a major issue in San Juan Bautista due to both the low average annual rainfall and the uncommon nature of storms with intense rainfall. Storm water is conveyed through storm drains, roadside ditches, and some surface drainage ways such as curbs and gutters. There is no coordinated drainage system, but curb and gutter installation is required for parcels upon which new construction takes place. Runoff follows the prevailing contours to the north and east, flowing towards the area below the San Andreas Fault. During heavy rains, storm water can collect in low spots and cause short-term flooding before it evaporates or is absorbed.

Additional Important Information

Potable Water Quality - Nitrates

On May 6th, 2014, The City of San Juan Bautista issued a drinking water warning to the City's residents. The notice directed people to not give water to infants under six months, not to consume water if pregnant, and to not boil the water in attempt of remediating nitrates. The notice also informed residents that the City was monitoring nitrate limits in the municipal water supply, and would inform residents in writing when the problem was solved (City of San Juan Bautista, 2014d).

In order to begin to address the water quality issue, the City voluntarily took measures to install a small reverse osmosis water treatment system at the rear of the fire department with a spigot. This allowed members of the public to fill 5 gallon jugs with safe drinking water while the City attempted to identify the cause of the high nitrate levels. One potential cause for the high nitrate levels was San Juan Bautista's agricultural industry and the use of fertilizers on highly permeable alluvium soils, which would allow excess nitrogen from the fertilizers to enter into the ground water supply. However, as San Juan Bautista's agricultural industry primarily focuses in the production of organic produce local agricultural producers limit the use of fertilizer with significant quantities of artificial nitrogen.

Upon further investigation, it was identified that there had been a ruptured force main in a septic system serving a mobile home park located in the southeast portion of the city off of Old San Juan-Hollister Rd. The rupture was most likely caused by seismic activity, as the main was located on the San Andreas Fault line. Upon identifying the issue, the City took well #3 offline and took the necessary steps to get the mobile home park connected to the City sewer. In February of 2015, the City received a letter stating that the nitrate levels in the San Juan Bautista Water System were below the 45 mg/L MCL limit, and therefore in compliance with the state drinking water standards (City of San Juan Bautista, 2015).

Waste Water Quality – Total Dissolved Solids (TDS) – Effluent Chloride

The City has been receiving mandatory minimum penalties (MMP) for effluent chloride violations of its National Pollutant Discharge Elimination System (NPDES) permit since May 2009. Category 1 (CAT1) Serious Effluent Violations carry a \$3,000 per month minimum penalty. In order to reduce the amount of existing penalties and avoid paying higher penalties for ongoing and future violations, the City completed a Supplemental Environmental Project (SEP), which allowed the City to install a purple pipe system and begin utilizing recycled water for irrigation at the two City parks and the Creekbridge subdivision (Central Coast Regional Water Quality Control Board, 2009).

The high effluent chloride levels of the City's wastewater are due to a large number of City residents using residential water softeners to treat the naturally hard water from the City wells. High salinity wastewater from these houses flows to the wastewater treatment plant, which disinfects the water but does not reduce salinity, and is then discharged into the Westfork creek drainage channel that flows to the north and discharges into the San Juan Creek.

The City is trying to find funding for a 'Pellet Plant' that can treat groundwater from City wells prior to delivering it to customers. This will allow the City to increase the quality of municipal water before delivery to customers, which will eliminate the need for residents to use water softeners, thereby reducing the salinity of the wastewater going to the wastewater treatment plant. The City applied for a Community Development Block Grant (CDBG) from the California Department of Housing and Community Development (HCD) in 2014, but did not receive a grant. The City attempted to reapply in 2015, but found out that they no longer met the 51% Low to Moderate Income (LMI) requirements due to new HCD rules that require applicants to use American Community Survey (ACS) data instead of data from the U.S. Census (which, as of the 2010 Census, no longer collects income data). The City will now likely fund the 'Pellet Plant' as a part of the debt refinancing process they are currently engaged in. However, while the City works on this possible funding source, waste water from the City's waste water treatment plant remains in violation of its NPDES permit, requiring the City to pay \$3,000 a month until the issue is resolved. This has amounted, as of January 2015, to a cumulative total of over \$68,000 since May 2009 (M. Orbach, personal communication, 2015).

4.9.2 STANDARDS OF SIGNIFICANCE

4.9.2.1 CEQA THRESHOLDS

Based on the significance criteria contained in Appendix G of the CEQA Guidelines, the construction and operation of the project is considered to have a significant adverse impact on the environment if it would:

1. Violate any water quality standards or waste discharge requirements;
2. 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 (i.e., 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);
3. 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;
4. 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;
5. Create or contribute runoff water which would exceed the capacity of existing or planned storm-water drainage systems or provide substantial additional sources of polluted runoff;
6. Otherwise substantially degrade water quality;
7. 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;

8. Place structures within a 100-year flood hazard area that would impede or redirect flood flows;
9. 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; or
10. Inundation by seiche, tsunami, or mudflow.

4.9.2.2 METHODOLOGY

Preferred growth areas and existing inhabited areas identified in the Draft San Juan Bautista 2035 General Plan were analyzed for potential conflicts with existing policies and programs such as the San Benito County Water District's Gilroy-Hollister Basin Plan as well as proposed policies and programs in the Plan. Computer analysis using Geographic Information System (GIS) software was also used to measure the potential effects in regards to the 100-year flood hazard and reservoir failure inundation.

4.9.3 IMPACT DISCUSSION

This section discusses the Plan specific and cumulative impacts related to hydrology and water quality. This discussion is organized by the above standards of significance.

HY-1	Build-out of the proposed Plan would result in <i>potentially significant</i> impacts in regards to violating any water quality standards or waste discharge requirements.
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According to the proposed Plan, the majority of growth areas are urban infill development occurring in the City's downtown on vacant or underutilized land. The plan also designates development to occur along key corridors connecting the main gateways to city's downtown and two residential housing developments occurring on the north and south sides of the City. The increase in the overall footprint of impervious surfaces may cause a potentially significant impact upon water quality by increasing the amount of property impervious to water infiltration. Run-off that can negatively impact water quality is therefore increased. Low Impact Development (LID) strategies identified in the proposed Plan can potentially address increases to stormwater run-off, mitigating the negative affect on water quality. However, increased development, no matter how carefully development is planned, can still threaten water quality and increase demand for waste discharge requirements.

Additionally, the proposed Plan contains the following programs and policies that relate to water quality and/or waste discharge requirements:

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered development.

Policy CO 2.1.1

Improve ground water quality by maintaining high potable water quality standards.

Program CO 2.1.1.1

Finish and implement plans for a 'pellet plant' that will treat water in central location before it is delivered to customers.

Policy CO 3.2.1

Integrate water efficiency into local government operations.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy OS 4.3.4

Encourage sustainable agricultural production.

Program OS 4.3.4.3

Encourage and promote agricultural operations using lower-impact or organic practices.

Policy PF 1.1.1

Maintain land use around City wells that minimize the risk of groundwater contamination. When private development occurs around a City well, require the provision of a replacement well if the development could potentially have an adverse impact on the well water quality.

Policy PF 1.1.2

Improve potable water quality and groundwater quality by treating water to a higher standard before delivery to residents and businesses.

Program PF 1.1.2.1

Finish and implement plans for a 'pellet plant' that will treat water in central location before it is delivered to customers.

Program PF 1.1.2.2

Promote and incentivize the removal of home water softeners once water quality goals are met to reduce the salinity of wastewater.

Program PF 1.1.2.3

Produce an annual report to the City Council on water quality. Use this information to determine whether the City is meeting state water quality standards.

Policy PF 1.3.1

Allow individual septic systems within the sphere of influence only where the City cannot feasibly provide sewer service and where the County Health Department has determined that sufficient area and soil conditions exist for a septic tank leach field or other accepted method of effluent disposal. In such cases, the use of septic systems should be discontinued when City sewer service becomes available.

Policy PF 1.3.2

Provide extensions of City sewer service only to properties within the designated sphere of influence. Do not extend service to development on agricultural or open space lands outside the City's sphere of influence.

Program PF 1.3.2.1

Produce an annual report to the City Council on sewer capacity and actual use. Use this information to determine where and when capital improvements are needed.

Program 1.3.2.2

As part of the City's Capital Improvements Program, reduce infiltration and inflow problems at the City's wastewater treatment plant by improving the trunk line leading from the collection system into the wastewater plant. Undertake other capital improvements as determined necessary by the plant operator and City Engineer.

Program PF 1.3.2.3

Develop a plan for the long-term expansion or relocation of the City's wastewater treatment plant, or begin planning a second facility.

Policy PF 2.1.1

Promote the orderly and efficient expansion of the storm drainage system to meet existing and projected needs.

Policy PF 2.1.2

Require drainage improvements for new developments that mitigate both on-site and off-site drainage impacts attributable to that development.

Policy HE 6.1.1

Develop mapping and inventory resources to identify and mitigate sensitive receptors and sources of pollution.

Policy HE 6.2.1

Create design standards in the planning review process to enhance water quality.

Program HE 6.2.1.1

Protect the quality of water sources, including cones of influence, water recharge areas, and water wells, from future degradation through design standards.

Program HE 6.2.1.2

Ensure that design standards for all storm-water retention and detention systems are adhered to in order to prevent the degradation of surface water bodies.

Program HE 6.2.1.3

Require that impervious surfaces be limited and mitigated with low impact development in prime recharge areas.

Policy HE 6.2.2

Continue to work with residents, businesses, and the relevant environmental protection agencies to create a plan for improving water quality.

Program HE 6.2.2.1

Protect potable water well fields from man-made and natural sources of pollution.

Applicable Regulations:

Clean Water Act (CWA)

The Porter-Cologne Water Quality Control Act

San Benito County Water District (SBCWD) Gilroy-Hollister Basin Plan

State Water Resources Control Board's 303(d) list

Significance Before Mitigation: Potentially Significant

HY-2	Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level
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Build out of the proposed Plan would create an increase in demand for water. A potentially significant impact would result if it results in insufficient water supplies from existing entitlements and resources, or if new or expanded entitlements would be required. The proposed Plan could bring an additional 1,313 residents to San Juan Bautista by 2035. This increase in service population would occur incrementally over a period of 20 years.

The San Benito County General Plan states that groundwater provides the major source for water supply in San Benito County and within the Gilroy-Hollister Basin. The Plan states that San Juan Bautista has adequate groundwater resources to accommodate the population as well as the projected population growth. Water savings from additional water conservation efforts, needed to meet the per capita water consumption goals established in Senate Bill X7-7, can also help offset the demand associated with projected growth. Water from rainwater catchment and treated water from the wastewater treatment plant can be recycled and used to irrigate public open space areas and parks, further reducing the City's water demand.

Additionally, the proposed Plan includes goals, policies, and programs that would minimize the demand for water:

Policy CO 3.2.1

Integrate water efficiency into local government operations and policies.

Program CO 3.2.1.1

Provide resources for water efficient landscaping and fixtures in new developments.

Program CO 3.2.1.2

Retrofit municipal landscapes with water-efficient planting.

Program CO 3.2.1.3

Monitor municipal water use and develop water conservation goals.

Program CO 3.2.1.4

Retrofit municipal facilities with water efficient fixtures and appliances.

Program CO 3.2.1.5

Retrofit municipal facilities to utilize reclaimed water in landscaping.

Program CO 3.2.1.6

Install purple pipe infrastructure at future municipal facilities and parks to facilitate the use of reclaimed water for irrigation.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of open space areas, parks, and lawns.

Policy CO 4.4.1

Inform the public about city-wide water use and water conservation goals.

Program CO 4.4.1.1

Incorporate information on current water use, water conservation goals, and ways to reduce water use with water bills for residents and businesses.

Program CO 4.4.1.2

Regularly monitor city-wide water use and include results in local government reporting.

Program CO 4.4.1.3

Work with the Water Resources Association of San Benito County to promote and expand water conservation programs to local residents and businesses.

Policy OS 3.3.1

Increase protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Policy OS 3.3.3

Integrate open space planning into the City's planning review process.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

Policy OS 4.3.4

Encourage sustainable agricultural production.

Program OS 4.3.4.2

Encourage and support agricultural operations increasing sustainability of resources, including soil, water, and energy conservation.

Program OS 4.3.4.3

Encourage and promote agriculture operations using lower-impact or organic practices.

Applicable Regulations:

California Senate Bill (SB) 610 and 221

California Urban Water Management Planning Act

California Groundwater Management Act
State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])
SBCWD Gilroy-Hollister Basin Plan

Significance before Mitigation: Potentially Significant

HY-3 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to substantially altering the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on- or off-site.

Build out of the proposed Plan would result in a potentially significant alteration of the existing drainage patterns. The proposed Plan focuses growth in underutilized and vacant land through infill development in the City's downtown and in two housing developments to the north and south of the City. In addition, the proposed Plan includes the following policies and programs:

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through clustered developments.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy OS 3.3.1

Increase protection for such sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Policy OS 3.3.3

Integrate open space planning into the City's planning review process.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

Policy PS 2.1.1

Discourage urban development in the 100-year flood plain and keep such land for the use of recreational, agricultural, and open space purposes.

Program PS 2.1.1.1

Maintain development review procedures to ensure that new building developments mitigate within the FEMA designated 100-year flood zone.

Policy PS 2.2.1

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Program PS 2.2.1.2

Maintain existing program with the CA Conservation Corp, local landowners, and San Benito County to clear streams of debris, vegetation and illegal structures to allow for stormwater flow.

Policy PF 1.2.3

Provide extensions of City potable water service only to properties within the designated sphere of influence (SOI). Do not extend service or sell capacity to development on agricultural or open space lands outside the City's Urban Growth Boundary.

Program PF 1.2.3.1

Produce an annual report to the City Council on water capacity and actual use. Use this information to determine where and when capital improvements are needed.

Policy PF 2.1.1

Promote the orderly and efficient expansion of the stormwater drainage system to meet existing and projected needs.

Policy PF 2.1.2

Require drainage improvements for new development, which mitigate both on-site and off-site drainage impacts attributable to that development.

Applicable Regulations:

Clean Water Act (CWA)

SBCWD Gilroy-Hollister Basin Plan

State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])

State Water Resources Control Board's 303(d) list

Significance Before Mitigation: Potentially Significant

HY-4 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

Build-out of the proposed Plan will increase the area of impermeable surfaces which may have significant impacts on the existing drainage pattern and the amount of surface runoff.

The proposed Plan includes the following policies and programs that address surface runoff in terms of flooding:

Policy CO 1.2.1

All proposed development will strongly consider environmental impacts.

Program CO 1.2.1.2

When developing vacant parcels, protect environmentally sensitive areas through closeted developments.

Policy CO 1.2.2

Promote infill and redevelopment in urbanized areas in order to prevent urban sprawl.

Policy CO 3.2.1

Integrate water efficiency into local government operations and policies.

Program CO 3.2.1.1

Provide resources for water efficient landscaping and fixtures in new developments.

Program CO 3.2.1.2

Retrofit municipal landscapes with water-efficient planting.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy OS 3.3.1

Increase protection for such sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Policy OS 3.3.3

Integrate open space planning into the City's planning review process.

Program OS 3.3.3.1

Identify, preserve, and restore buffers between developed or agricultural areas with natural areas, stream corridors, wetlands, and other open spaces.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

Policy PS 2.1.1

Discourage urban development in the 100-year flood plain and keep such land for the use of recreational, agricultural, and open space purposes.

Program PS 2.1.1.1

Maintain development review procedures to ensure that new building developments mitigate within the FEMA designated 100-year flood zone.

Policy PS 2.1.2

Although discouraged, when no alternative sites exists, development in the 100-year flood plain must comply with all applicable state and federal standards relating to flooding.

Policy PS 2.2.1

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Program PS 2.2.1.1

Implement strategies to reduce impacts of flooding, particularly along the San Juan Creek and the Salinas Grade tributary.

Program PS 2.2.1.2

Maintain existing program with the CA Conservation Corp, local landowners, and San Benito County to clear streams of debris, vegetation, and illegal structures to allow for stormwater flow.

Policy PF 2.1.1

Promote the orderly and efficient expansion of the stormwater drainage system to meet existing and projected needs.

Policy PF 2.1.2

Require drainage improvements for new development that mitigate both on-site and off-site drainage impacts attributable to that development.

Policy PF 2.1.3

Allow urban development south of San Juan-Hollister Road (SR-156) only after stormwater drainage and flood control master plan for the area has been developed.

Program PF 2.1.3.1

Work with potential project developers to fund a flood control master plan.

Program PF 2.1.3.2

Complete the planned stormwater channel from Mission Vineyard Road to the SR-156 Bridge and the 60" pipe connecting the Westfork Creek, across The Alameda/Salinas Hwy and along Mission Vineyard Road 700ft, to the planned channel.

Policy PF 2.1.4

Prohibit the illegal construction of buildings, roads, driveways, levees, and ditches that impede the flow of stormwater and cause drainage problems on adjacent properties and roads.

Program PF 2.1.4.1

As part of the City's Capital Improvements Program (under PF 8...), identify projects to correct storm drainage problems on City streets, including those at the following locations (not listed in priority order):

- Washington Street at Third Street and Fourth Street Intersections
- Seventh Street between Washington and Polk
- Franklin Circle (south end of Franklin Street)
- The Alameda between SR-156 and San Juan-Hollister Road
- Lang Court lift station to connect to The Alameda

Applicable Regulations:

National Flood Insurance program
The Cobey-Alquist Floodplain Management Act
Gilroy-Hollister Basin Plan

Significance before Mitigation: Potentially Significant

HY-5 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to creating or contributing runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

Build-out of the proposed Plan would cause significant impacts if it would result in an increase in stormwater runoff to the extent that it requires the construction of new storm water drainage facilities or expansion of existing facilities. The City of San Juan Bautista currently does not have an adequate or coordinated storm water management system, but rather is managed through a combination of storm drains and sewer systems, roadside ditches, and surface drainage ways. The proposed Plan therefore includes updating the City's stormwater drainage system to help alleviate existing conditions while accommodating for potential impacts associated with the build-out of the Plan.

Development under the proposed Plan has the potential to increase stormwater runoff associated with construction activities and increasing the area of impermeable surfaces. Runoff from developed surfaces may also contain debris, which may increase the potential for flooding. Therefore, construction projects that disturb one or more acres of land must comply with the requirements of the State Water Resource Control Board Construction General Permit. Project applicants will be required to prepare a Storm Water Pollution Prevention Plan and implement Best Management Practices to prevent excessive stormwater runoff from construction activity. However, due to the increase in the surface area of impermeable surfaces that would result in the build-out of the proposed Plan, there may be potentially significant impacts.

The proposed Plan includes the following policies and programs that address impacts upon the stormwater management system:

Policy CO 3.2.1

Integrate water efficiency into local government operations and policies.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy PS 2.2.1

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Program PS 2.2.1.2

Maintain existing program with the CA Conservation Corp, local landowners, and San Benito County to clear streams of debris, vegetation, and illegal structures to allow for stormwater flows.

Policy PF 2.1.1

Promote the orderly and efficient expansion of the storm drainage system to meet existing and projected needs.

Policy PF 2.1.2

Require drainage improvements for new development, which mitigate both on-site and off-site drainage impacts attributable to that development.

Policy PF 2.1.4

Prohibit the illegal construction of buildings, roads, driveways, levees, and ditches, which impede the flow of stormwater and cause drainage problems on adjacent properties and roads.

Program PF 2.1.4.1

As part of the City's Capital Improvement Program, identify projects to correct storm drainage problems on City streets, including those at the following locations:

- Washington Street at Third Street and Fourth Street intersections
- Seventh Street between Washington and Polk
- Franklin Circle (south end of Franklin Street)
- The Alameda between SR-156 and San Juan-Hollister Road
- Lang Court lift station to connect to The Alameda

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)
Clean Water Act (CWA)
Gilroy-Hollister Basin Management Plan
SWRCB Construction General Permit

Significance Before Mitigation: Potentially Significant

HY-6 Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to otherwise substantially degrading water quality.

As previously discussed in impact sections 1 through 5, the proposed Plan implements policies and programs to:

- Create design standards in the planning review process to enhance water quality
- Reduce run-off
- Accommodate run-off with expanded drainage systems
- Minimize risk of groundwater contamination
- Develop a centralized water treatment plant
- Encourage sustainable practices of development and agriculture

Impact Before Mitigation: Less-than-significant

HY-7 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to placing 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.

The Preferred Scenario places some new development in the 100-year flood zone. The flood zones were avoided for the majority of future development, except in some areas south of SR 156. The Plan proposes low, medium, and high density residential, commercial, and industrial structures within the 100-year flood zone in association with developments purposed south of SR 156. Build-out of the plan therefore will result in potentially significant impacts, with developments occurring within a 100-year flood hazard area.

Table 4.9- 1 Proposed Development Area Inundated by FEMA 100 Year Flood Plain

Relevant Boundary	Acres Inundated by 100 Year Flood Plain
Existing City Limit	137.87228
Preferred Plan Footprint	226.77282
Proposed Sphere of Influence	289.81142
Proposed Area of Concern	1003.59118

The following policies and programs address the potential flood hazard:

Policy OS 3.3.1

Increase protection for such sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Policy PS 2.1.1

Discourage urban development in the 100-year flood plain and keep such land for the use of recreational, agricultural, and open space purposes.

Program PS 2.1.1.1

Maintain local development review procedures to ensure that new building developments mitigate within the FEMA designate 100-year flood zone.

Policy PS 2.1.2

Although discouraged, when no alternative sites exists, development in the 100-year flood plain must comply with all applicable state and federal standards relating to flooding.

Policy PS 2.2.1

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Program PS 2.2.1.1

Implement strategies to reduce impacts of flood particularly along the San Juan Creek and Salinas Grade tributary.

Applicable Regulations:

National Flood Insurance Act of 1968

The Cobey-Alquist Floodplain Management Act

Significance Before Mitigation: Potentially Significant

HY-8 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to placing within a 100-year flood hazard area structures which would impede or redirect flood flows.

As described in the previous standard of significance, the Plan proposes extensive developments within the 100-year flood hazard zone in association with development proposed south of SR 156. Build-out of the proposed Plan therefore may result in potentially significant impacts upon flood flows in association with developments proposed south of SR 156.

The Plan incorporates the following Policies and Programs to address flood flow:

Policy OS 3.3.1

Increase protection for such sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Policy OS 3.3.3

Integrate open space planning into the City's planning review process.

Program OS 3.3.3.2

With conservation and efficient design using infill and clustered development, prevent new housing from encroaching on protected open space, including natural area, habitat corridors, waterways, and wetlands.

Policy PS 2.1.1

Discourage urban development in the 100-year flood plain and keep such land for the use of recreational, agricultural, and open space purposes.

Program PS 2.1.1.1

Maintain local development review procedures to ensure that new building developments mitigate within the FEMA designate 100-year flood zone.

Policy PS 2.1.2

Although discouraged, when no alternative sites exists, development in the 100-year flood plain must comply with all applicable state and federal standards relating to flooding.

Policy PS 2.2.1

Support and explore flood control measures, including culvert expansions, bush snagging, and stormwater management strategies without damaging local ecosystems.

Applicable Regulations:

National Flood Insurance Act of 1968

The Cobey-Alquist Floodplain Management Act

Significance Before Mitigation: Potentially Significant

HY-9 Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to exposing people or structures to a significant risk of loss, injury, or death involving flooding.

As previously mentioned, although a portion of Preferred Growth Areas are in the 100-year flood zone, policies and programs mentioned previously are in place to require adequate mitigation is in place before development is approved.

Applicable Regulations:

National Flood Insurance Act of 1968

The Cobey-Alquist Floodplain Management Act

Significance Before Mitigation: Less-than-significant

HY-10 Build-out of the proposed Plan would result in **less-than-significant** impacts in regards to inundation by seiche, tsunami, or mudflow.

As stated by the General Plan Background Report, San Juan Bautista is located approximately 14 miles from the coastline and is 217 feet above sea level. Given the City's location, sea level rise and tsunamis are not a potential risk for flood hazard. While no large bodies of water are nearby to create any risk of inundation by seiche. Mudflow could potentially be caused by the failure of the San Justo Reservoir, however the risk is minimal.

Significance Before Mitigation: Less-than-significant

HY-11 Build-out of the proposed Plan would result in **less-than-significant** cumulative impacts related to hydrology and water quality.

As previously discussed, proposed development patterns are mostly urban infill and cluster developments on underutilized or vacant lands. Build-out of the proposed Plan will therefore significantly increase the area of impermeable surfaces with the potential to impact hydrology and water quality. However, policies and programs mentioned previously are in place to maintain and even improve surface and groundwater quality as well as minimize the hazards associated with flooding. The cumulative impacts related to hydrology and water quality in association with build-out of the proposed Plan is therefore less-than-significant.

4.9.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The following mitigation measures are expected to mitigate potential significant impacts with regards to hydrology and water quality to less-than-significant levels.

HY-1 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to violating any water quality standards or waste discharge requirements.

Mitigation HY-1a:

The City shall require the incorporation of Low Impact Development (LID) measures using identified “Best Management Practices” (refer to EPA LID “Design and Guidance Manuals”) into the site plans of all new developments and all retrofits on existent sites that will result in the alteration of the existing surface hydrology, thereby enabling projects to result in zero-net alterations to the existent hydrographic flow.

Mitigation HY-1b

The City should implement a development fee to be applied to the development of residential sub-divisions, as well as commercial areas, proportional to the vehicular gravity development is estimated to result in. Collected funds from the development fee shall be utilized to implement bio-swales to capture and treat surface water runoff along main traffic corridors to mitigate the impacts of increased vehicular traffic and related surface pollutants that would result from the build-out of the plan.

Significance After Mitigation: Less-than-significant

HY-2 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

Mitigation HY-2a

The City shall adhere to a clustered growth development pattern and incentivize infill development in order to prevent sprawl, limiting development that may otherwise impact the natural groundwater recharge abilities of undeveloped lands.

Mitigation HY-2b

Identify and zone key groundwater recharge locations within City limits as open space and implement riparian management practices and watershed restoration practices to address agricultural and pastoral soils compaction to restore vital groundwater recharge areas.

Significance After Mitigation: Less-than-significant

HY-3	Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially altering the existing drainage pattern of the site or area in a manner, which would result in substantial erosion or siltation on-or off-site.
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Mitigation HY-3a

The City shall require the development of a Stormwater Pollution Prevention Plan (SWPPP) or equivalent document for any site development plans prior to approval and the issuance of any building permits.

Mitigation HY-3b

Require the installation and maintenance of general erosion and sediment controls, such as perimeter controls and soil stabilization on all developments that will result in the movement of 50 cubic yards or greater of earth.

Mitigation HY-3c

Require the instillation of sediment traps for all drainage areas of less than 10 acres.

Mitigation HY-3d

Require the instillation of sediment basins for drainage areas of 10 or more acres.

Significance After Mitigation: Less-than-significant

HY-4 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface run-off in a manner which would result in flooding on- or off-site.

Mitigation HY-4a

Implement on site rain water catchment cisterns with a minimum capacity relative to the surface area impacted by development and change in surface area for all site developments, retrofits, or remodels resulting in the change of 500 square feet of surface area cover from existing conditions.

Mitigation HY-4b

The City shall establish a special overlay zone on the South Side of State Route 156 to implement comprehensive stormwater management. The overlay zone will address the cumulative impact of development on hydrologic patterns. Possible implementation strategies will include both increased on-site low impact installations and development impact fees to fund large scale improvements serving multiple properties to be constructed by the City.

Significance After Mitigation: Less-than-significant

HY-5 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to creating or contributing run-off water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted run-off.

Mitigation HY-5a

The City shall complete the patchwork of curb and gutter systems to create a coordinated stormwater management system using funds provided through an additional development fee relative to the vehicular gravitational impact of developments upon the existing infrastructure.

Mitigation HY-5b

Implement bio-swales along major traffic corridors and require the installation of bio-retention areas to be incorporated in all sub-division and industrial developments.

Significance After Mitigation: Less-than-significant

HY-7 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to placing 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.

Mitigation HY-7a

Restrict developments from occurring within the FEMA 100 year Flood Hazard Zone unless no other viable alternatives are available. If development does occur, restrict zoning ordinances to low density residential and or industrial use.

Mitigation HY-7b

Require any developments that may occur within the FEMA Flood Hazard Zone to be raised at least 1ft above the 100 year flood level, and implement “dry” flood proofing for all residential housing developments.

Significance After Mitigation: Potentially Significant

HY-8 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to placing within a 100-year flood hazard area structures which would impede or redirect flood flows.

Mitigation HY-8a

Implement Mitigation Measure HY-7a

Mitigation HY 8b

On any industrial developments occurring within the FEMA Flood Hazard Zone, require the implementation of “wet” flood proofing measures into the project’s design prior to submission for review and building permit issuance.

Significance After Mitigation: Less-than-significant

Hydrology and Water Quality References

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Clean Water Act as Amended 2009. (2009). 33 U.S.C. §§1251-1387

San Benito County. (2013). 2035 General Plan.

San Benito County. (2013). 2035 San Benito County General Plan Draft Program Environmental Impact Report.

U.S. Army Corps of Engineers (USACE). (2008). Appendix D. Legal Definition of 'Traditional Navigable Waters'. Available from: http://www.usace.army.mil/Portals/2/docs/civilworks/regulatory/cwa_guide/app_d_traditional_navigable_waters.pdf

4.10 LAND USE

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Physically divide an established community;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section addresses the potential impacts of the proposed land use changes. The Land Use Element provides a guide for planners, the general public, developers, and decision makers for future development and growth. The main objective of the Land Use Element is to play a “central role in correlating all land use issues into a set of coherent development policies” (OPR, 2003). The element designates the location, distribution, and intensity of housing, industry, recreation, education, open space, public facilities and buildings, and waste management facilities. Being the most representative of the proposed Plan, Land use impacts and influences all other elements. The goals and policies in the Element “play a pivotal role in zoning, subdivision, and public works decisions” (OPR, 2003).

4.10.1 ENVIRONMENTAL SETTING

4.10.1.1 REGULATORY FRAMEWORK

This section describes the land use plans and regulations relevant to the Plan Area.

State Regulations

The General Plan

The State of California requires that each city and county adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (§65300). According to the California Governor's Office of Planning and Research (OPR), “the General Plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private”. Thus, land use decisions such as capital improvements and development agreements must be consistent with the jurisdiction's adopted General Plan. The land use element within the General Plan must identify all land use areas within the planning boundary. OPR requires a land use element to include a map of the different land uses, a description of those land uses, and the allowable density within the uses (State of California, 2003).

Sphere of Influence

The Cortese-Knox Act established the Local Agency Formation Commission (LAFCO) in each county with the authority to review, approve, or deny proposals for boundary changes. Each LAFCO consists of elected officials from the county, local cities, special districts, and a member of the general public. LAFCO's main priority is establishing a “sphere of influence” for the various government entities within its jurisdiction. A Sphere of Influence (SOI) is defined as “a plan for the probable physical boundaries and service area of a local agency as determined by the Commission” (LAFCO). The San Benito County LAFCO, the agency which has jurisdiction over the City of San Juan Bautista, officially adopted a SOI in 1982. The proposed Plan includes an expanded SOI, which will take effect once the proposed Plan is adopted by City Council and then the San Benito LAFCO.

Local and County Regulations

Association of Monterey Bay Area Governments (AMBAG)

Blueprint for Sustainable Growth and Smart Infrastructure

AMBAG's regional plan provides a vision for realizing greenhouse gas targets issued by the California Air Resources Board (CARB) through defined Sustainable Growth Pattern scenarios.

Monterey Bay Area 2008 Regional Public Participation Plan

This state-required plan describes how public participation will be structured for federally-funded transportation plans, programs, and projects in the region.

Monterey Bay Area 2014 Regional Forecast Report

AMBAG provides a reoccurring, five-year regional forecast of population, housing, and employment for the Monterey Bay region, incorporating the counties of Monterey, San Benito, and Santa Cruz.

Council of San Benito County Governments (SBCOG)

San Benito County 2010 Regional Transportation Plan

The Regional Plan sets goals and policies for transportation planning, and identifies priority transportation projects in San Benito County.

San Benito County 2008 Regional Housing Needs Plan

The Regional Housing Needs Plan allocates the City's share of projected housing need by household income within the County through August 31, 2014.

Proposed San Benito County 2010 Regional Transportation Improvement Program

A biennial document outlining priority transportation projects for San Benito County.

San Benito County 2013 Regional Park and River Parkway Project

The regional project outlines a 20 mile trail corridor along the San Benito River, in northwestern San Benito County. The River Parkway would extend through unincorporated County land just north of San Juan Bautista.

San Benito County 2009 Bikeway and Pedestrian Master Plan

The Regional Plan provides a vision and implementation strategies for the County's pedestrian and bicycle improvement needs.

Santa Clara Valley Transportation Authority (SCVTA)

2006 Southern Gateway Transportation and Land Use Study

The Santa Clara Valley Transportation Authority prepared a study of land use conditions and transportation gateways into and out of southern Santa Clara County. The document evaluates how existing and future land use and traffic patterns will affect the transportation corridors leading to and from Santa Clara County. The document identifies alternative scenarios for improvements to the transportation corridors, including areas of northern Monterey County.

City of San Juan Bautista

City of San Juan Bautista 2035 General Plan

The *Draft San Juan Bautista 2035 General Plan* (2014) includes goals, objectives, policies, programs, and implementation measures in its Land Use element to provide guidance for the development of each land use. Every California city is required to adopt "a comprehensive, long-term plan" (§65300), and each general plan must encompass the local jurisdiction's entire planning area and address issues associated with the city's development. Under State law, the City's General Plan is the primary document with which a city's other plans and policies must be consistent.

City of San Juan Bautista Municipal Code

San Juan Bautista's Municipal Code regulates land use within the city through its Zoning Ordinances. The Zoning Ordinances are located in Title 11: Zoning. The purpose of the Zoning Ordinance is "to protect and to promote the public health, safety, peace, comfort, convenience, and general welfare" (San Juan Bautista Municipal Code). More specifically, the Zoning Ordinance is a means of achieving the following objectives:

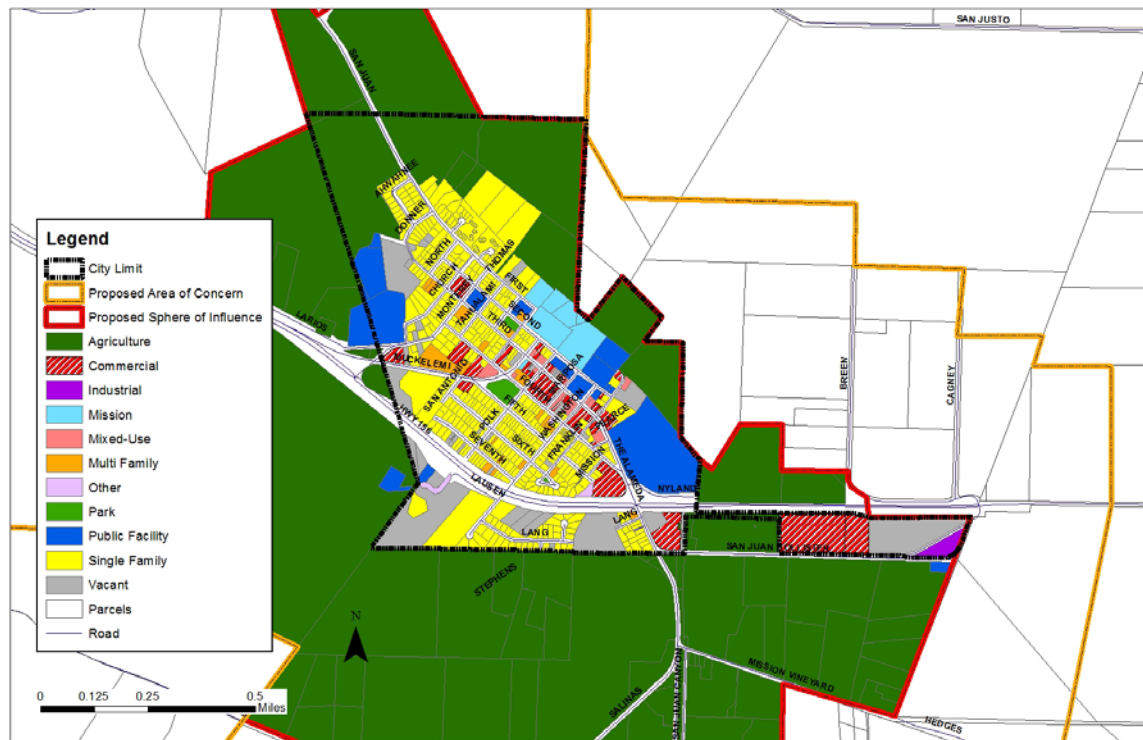
- To guide the physical development of the City consistent with the land use goals and policies of the General Plan.
- To foster a harmonious, convenient, and workable relationship among land uses.
- To protect and promote the stability of existing land uses that conform to the General Plan.
- To ensure that public and private lands are ultimately used for the purposes that are most appropriate and most beneficial from the standpoint of the City as a whole.
- To promote a safe and effective traffic circulation system.
- To foster the provision of adequate off-street parking and off-street loading facilities.
- To facilitate the appropriate location of community facilities and institutions.
- To safeguard and enhance the appearance of the City and its historic character.

4.10.1.2 EXISTING CONDITIONS

The section summarizes the existing land use patterns in San Juan Bautista.

Distribution of Land Uses

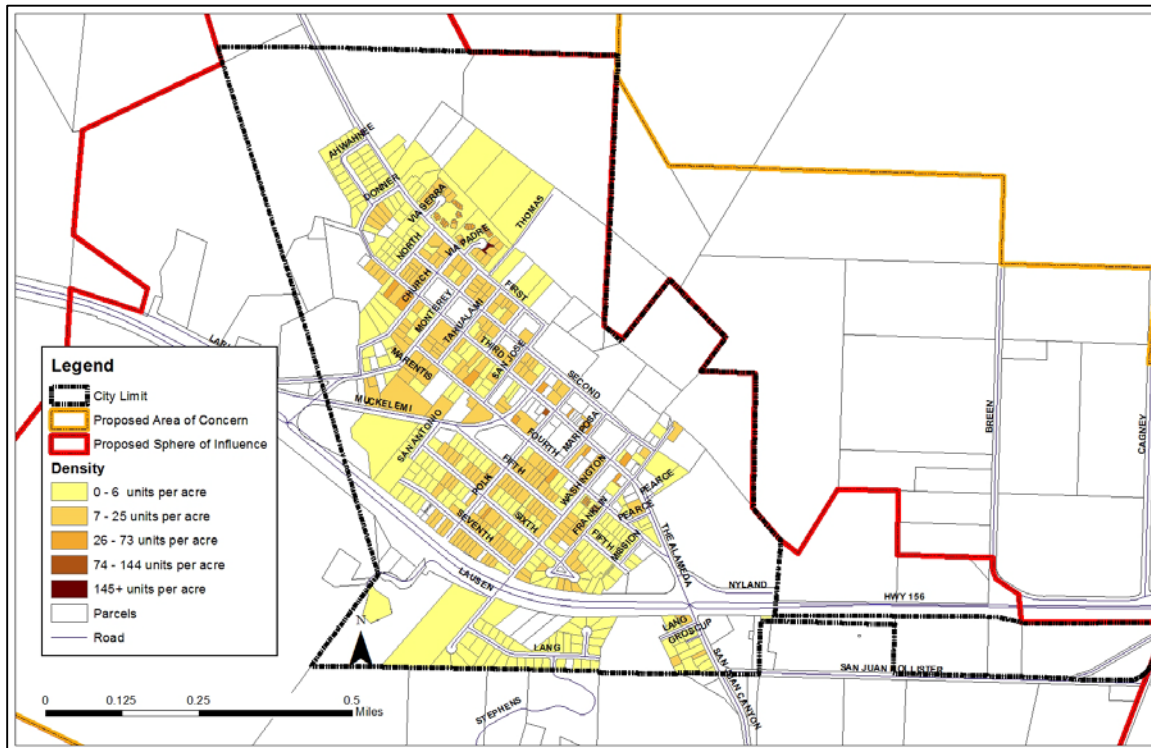
The San Juan Bautista Land Use Inventory includes a survey of 661 parcels, categorized into the following land uses: agriculture, commercial, industrial, mission, mixed-use, multi-family, other, park, public facility, single family, and vacant. The City encompasses an area of 459.61 acres, or 0.71 square miles. Vacant land comprises 6.11 percent, or 28.12 acres of the land area. Residential uses comprises 120.81 acres at the core of the City. Open space, such as agriculture and parks, is located primarily at the periphery and contains a total of 211.11 acres, or 45.93 percent. Commercial land use spans 28.43 acres, while industrial uses total 11.96 acres of the City. The mixed-use land includes 3.05 acres, and public facilities make up the final 42.86 acres. Map 4.10-1 presents the breakdown between all land uses within the planning area

Map 4.10-1 Distribution of Land Uses

Source: Cal Poly Planning Team 2014

Residential

Residential land use in San Juan Bautista occupies 120.81 acres, or 26.3 percent, of the land area in the City. Low density single-family residential uses are the most abundant, although there are a few scattered apartment complexes and mixed-use units along Third Street. There is also a mobile home park along Old San Juan-Hollister Road. The City is surrounded by agricultural land and low density rural residential housing. Map 4.10-2 provides a landscape of residential density in proportion of total land use in San Juan Bautista.

Map 4.10-2 Housing Density

Source: Cal Poly San Luis Obispo, 2014

High Density

High density residential and multi-family land uses include densities of 11 to 21 units per gross acre. Housing types include townhomes, duplexes, triplexes, fourplexes, and other multifamily buildings. There are 11 multi-family parcels in San Juan Bautista with a total of 10.25 acres, or 8.5% of total acreage. High density residential parcels are dispersed mostly along Fourth Street and Monterey Street.

Medium Density

Residential designates areas suitable housing types with densities not exceeding 10 units per acre. This includes single family homes on smaller lots, townhomes, duplexes, triplexes, and fourplexes. Medium density housing is located on 271 parcels that are scattered throughout the City. Covering 42 acres, this land use accounts for 34.5 percent of the total residential acreage.

Low Density

Low density residential areas are suitable for single-family dwellings at densities from 0.5 to 5 units per acre. Duplexes, in-law units, and clustered housing are allowed where a maximum density of 5 units per acre would be maintained. Low density residential land use comprises 106 parcels, covering 44 acres of land and accounting for 36.1 percent of the City's total acreage.

Low Density Rural

Rural residential designates areas suitable for large lot estate-type housing and ranchettes. The intent is to preserve the rural character of the large-lot semi-agricultural area southeast of the City. This land use is found on 5 parcels. Accounting for 19 percent of all residential land, the land use encompasses approximately 23 acres, primarily located in the northeastern portion of the City.

Commercial – Office, Retail, Service

The commercial land use designation refers to various commercial land uses that occur within the region. These activities include office, retail, and service spaces. A large portion of San Juan Bautista's commercial activities occur in the Historic Downtown area, which includes a concentration of retail and service activities. Map 4.10-3 provides a breakdown of the acreage of commercial property in proportion to total land use in San Juan Bautista.

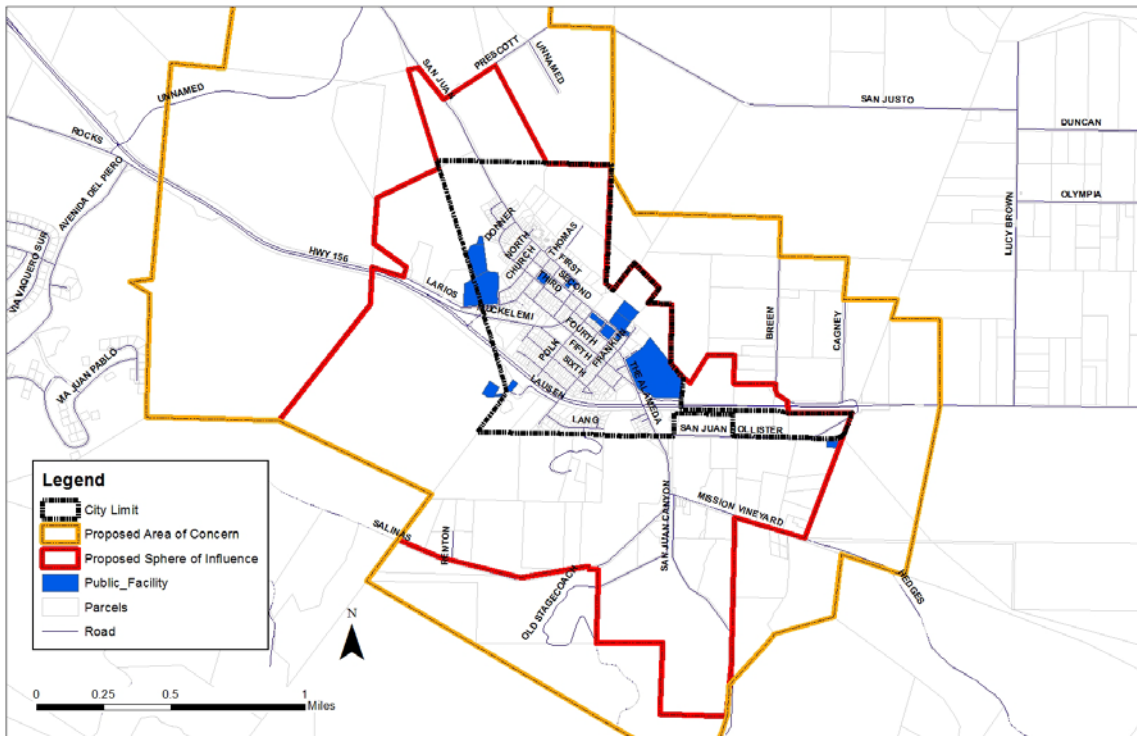
Map 4.10-3 Commercial

Source: *Cal Poly San Luis Obispo*, 2014

Public Facilities

Public Facility land uses include public, religious, and institutional uses. Conventional uses include the Mission San Juan Bautista and the VFW Lodge. Public facilities occupy 27.6 acres, or 6 percent, of the City's total land uses. Map 4.10-4 displays facilities or lands categorized as public and institutional such as churches, government buildings, community centers, the Fire Department, the Police Department, health facilities, schools, and utilities.

Map 4.10-4 Public Facilities

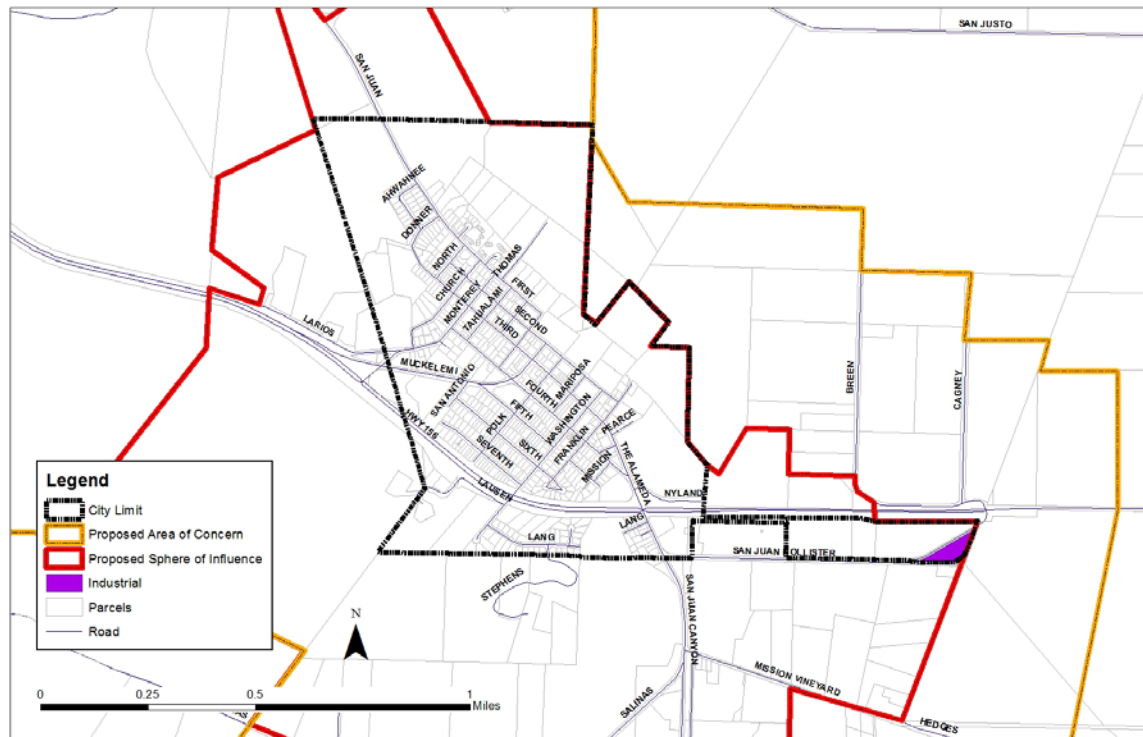


Source: *Cal Poly San Luis Obispo*, 2014

Industry

Industry refers to a broad assortment of industrial activities within the City of San Juan Bautista. Industrial uses account for 12 acres of land, or approximately 2.6 percent of total acreage within the planning area. Map 4.10-5 depicts the locations of industrial uses in San Juan Bautista.

Map 4.10-5 Industrial

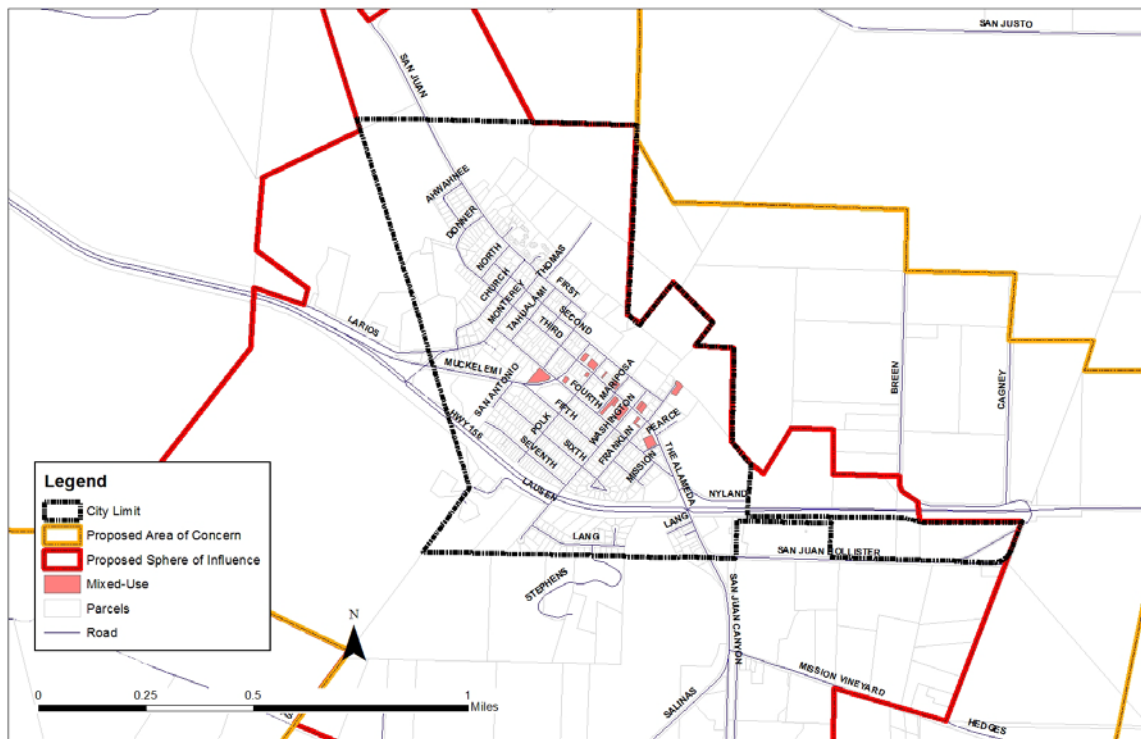


Source: *Cal Poly San Luis Obispo*, 2014

Mixed Use

San Juan Bautista is comprised of two types of mixed uses, Commercial Mixed Use (CMU) and Residential Mixed Use (RMU). Map 4.10-6 presents the distribution of these two types of mixed use categorizations. Providing a total of 2.9 acres of land, mixed use accounts for a total of 0.6 percent of total acreage within the City.

Map 4.10-6 Mixed Use



Commercial mixed uses include retail stores, tourist services, restaurants, offices, business and personal services, hotels, and other comparable uses that are pedestrian-friendly and encourage a shopping environment. This type of designation encompasses approximately 0.2 acres, or 7.8 percent, of all mixed use lands.

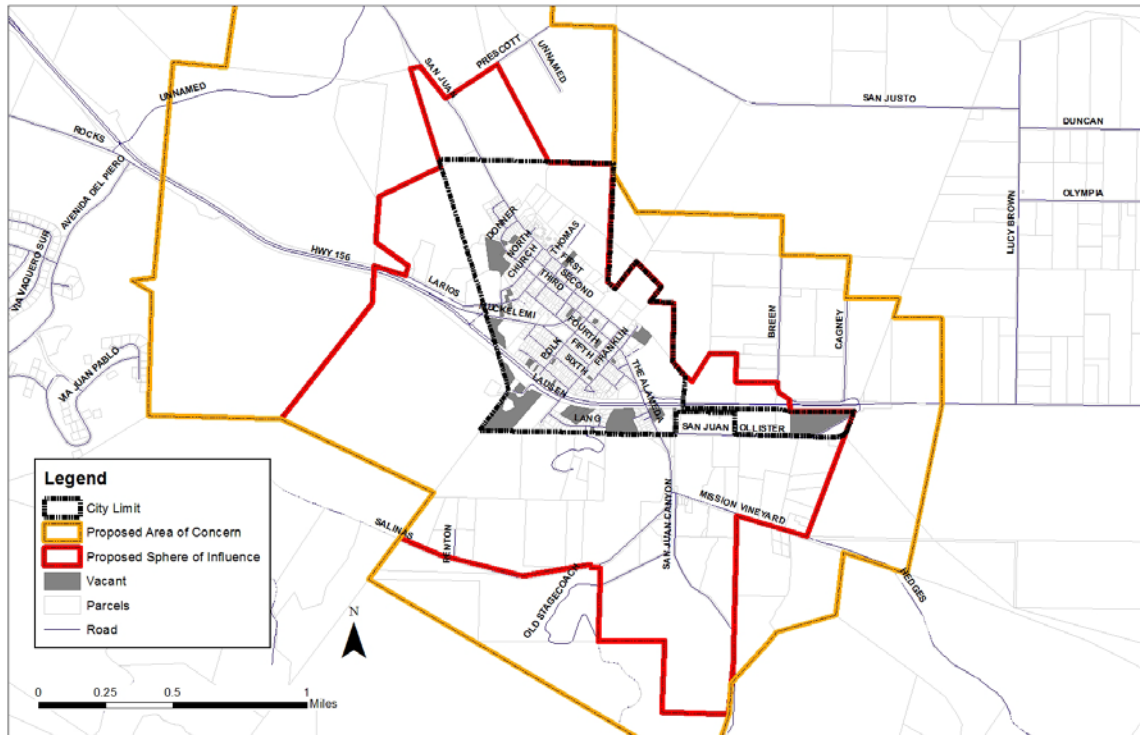
The residential mixed use category includes uses incorporated in commercial mixed use designations, but emphasizes residential land use. This allows for above-store housing in the downtown area. Within the Historic Downtown area, retail and service uses inhabit the lower portion of the buildings, with offices and residential units above. This land use designation encompasses the remaining 2.8 acres, totaling 92.2 percent of all mixed use lands.

Vacant Land

There are currently 28.1 acres of vacant land within San Juan Bautista. That totals 8.96 percent of the total planning area of San Juan Bautista. Map 4.10-7 displays the location and size of vacant land within City limits.

Source: *Cal Poly San Luis Obispo*, 2014

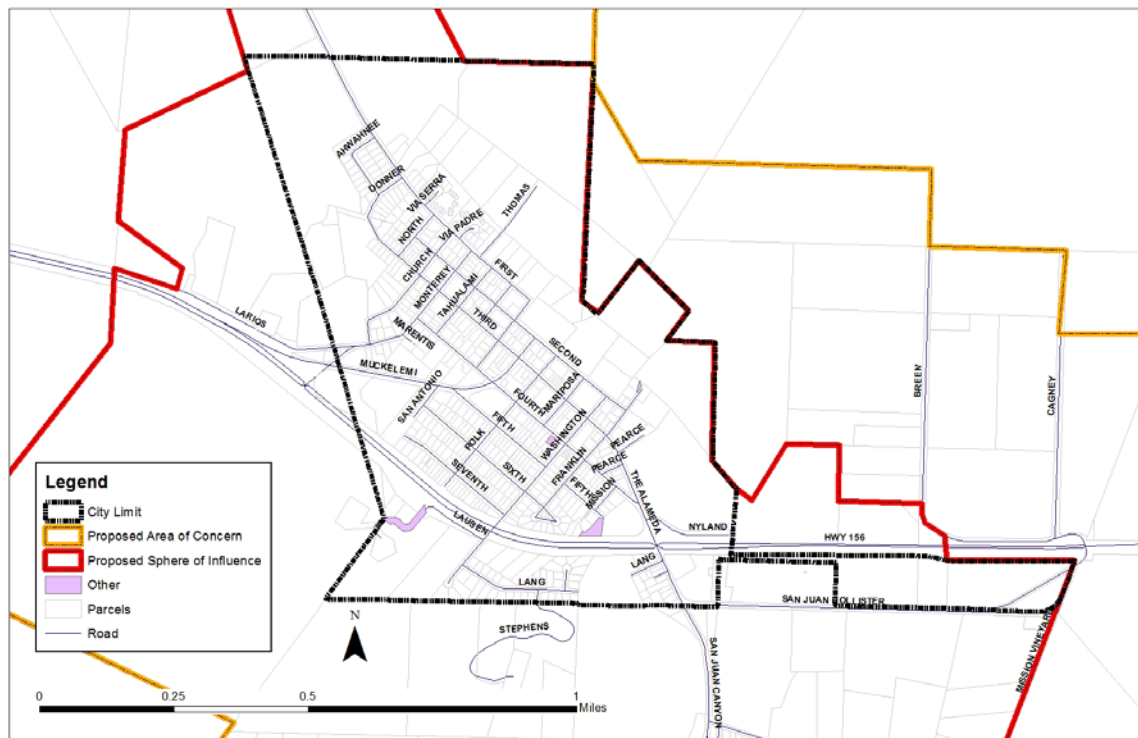
Map 4.10-7 Vacant Land



Other Land Uses

San Juan Bautista has numerous land uses that are not suitable for the standard land use classifications. Locations of the “other” land uses are displayed in Map 4.10-8, covering 8.8 acres. Other land uses within San Juan Bautista include a cemetery, firewood storage, and yoga and life drawing.

Map 4.10-8 Other Land Uses



Source: *Cal Poly San Luis Obispo*, 2014

4.10.2 STANDARDS OF SIGNIFICANCE

4.10.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to land use if it would:

1. Physically divide an established community;
2. 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; or
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.10.2.2 METHODOLOGY

To review the potential cumulative impacts on land use and planning that may result from the adoption of the proposed 2035 General Plan, a review of various documentation and information sources was conducted. These documents include the *San Juan Bautista Background Report* (2014) and the *San Juan Bautista Municipal Code*. The proposed Plan was then compared to the existing conditions to determine if there would be any potential impacts on land use and planning in the proposed Plan area.

4.10.3 IMPACT DISCUSSION

The following is a discussion of the environmental impacts of the Plan with regard to land use and planning.

LU-1	The proposed Plan would not physically divide an established community.
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The proposed Plan is a long range policy document designed to help guide future development that would complement the existing land use pattern of San Juan Bautista in conjunction with aiding community development. The proposed Plan does not contain any specific elements that would physically divide an established or existing community. The General Plan seeks to develop greater connection throughout the City through the implementation of the Plan, and seeks to prevent new development from dividing established communities through the following policies and programs:

Policy LU 1.1.1

Give Priority to agricultural uses in agricultural areas.

Program LU 1.1.1.1

Develop an accessible and well-organized Assessor's database that identifies preservation, conservation, and other opportunities in surrounding agricultural lands.

Program LU 1.1.1.2

Continue contracts under the Williamson Act and support tax breaks for owners of recreational, forest, or agricultural lands that maintain the specified land use.

Program LU 1.1.1.3

Establish a minimum lot area of 35 acres to all lots in the agriculture designation to discourage unwanted fragmentation of farmland.

Program LU 1.1.1.4

Establish leasing as an alternative to creation of small farm parcels.

Program LU 2.2.1.2

Prevent impacts/encroachments by incompatible land-uses.

Program LU 2.2.1.3

Ensure proper transitions and buffering between different land-uses.

Program LU 2.2.1.4

Revise the Zoning Ordinance and enact standards for development compatible with the context of tourist-relevant neighborhoods.

Program LU 2.2.1.5

Apply neighborhood conservation strategies such as code-enforcement and building rehabilitation.

Program LU 2.3.1.1

Look at industrial land in the context of needs and demand at the county or regional level and consider regional effects of industrial land use decisions.

Program LU 2.3.1.5

Define and adopt strict criteria for "rezoning" that take into consideration all of the ancillary effects that change will bring to the community and its neighbors and guide local government staff to evaluate the merits of a conversion project.

Policy LU 2.4.1

Facilitate vacant and other areas to accommodate new development.

Program LU 2.4.1.1

Identify and map land available for development or redevelopment.

Policy LU 2.5.1

Develop strategies to address the need for new housing as well as the need for rehabilitation and preservation of existing structures.

Program LU 2.5.1.2

Maintain and rehabilitate housing units in the downtown area that allow the City to maintain affordable housing stock.

Program LU 2.5.2.5

Transfer development rights (TDR) to simultaneously promote protection of open space and sensitive natural areas and encourage development in areas that are underutilized or can accommodate higher densities.

Policy LU 2.6.1

Reduce conflicts between incompatible land uses.

Program LU 2.6.1.2

Introduce transitional uses or spaces between conflicting uses (e.g. multifamily between single family and commercial, park/open space areas, etc.).

Program LU 2.6.1.2

Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).

Policy CI 1.2.1

Maintain safe and functional pedestrian facilities for all users.

Program CI 1.2.1.3

Identify and prioritize unsafe roadway locations for redesign and rehabilitation.

Policy CI 1.2.2

Maintain safe and functional pedestrian facilities for all users.

Program CI 1.2.2.1

Identify and prioritize gaps in the pedestrian network for infrastructure improvements.

Program CI 1.3.1.2

Identify and prioritize gaps in the bicycle network for infrastructure improvements.

These policies and programs, in combination with provisions contained in the *San Juan Bautista Municipal Code*, help minimize the potential for physical division of existing communities. Provisions in the *San Juan Bautista Municipal Code* such as development standards regulating minimum lot size, height limitations, and setbacks also aid in minimizing the potential of physical division of established neighborhoods. Therefore, with the implementation of the listed policies and programs from the proposed Plan and compliance with relevant provision of the *San Juan Bautista Municipal Code*, the proposed Plan would result in a less than significant impact associated with physically dividing an established community.

Applicable Regulations:

City of San Juan Bautista Municipal Code, Title 10, Subsection 2: Subdivisions

City of San Juan Bautista Municipal Code, Title 11: Zoning

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-Significant.

LU-2 The proposed Plan **would potentially conflict** with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

According to California State Law, the General Plan is the primary document for guiding the direction of physical development within a city. Once the proposed Plan is adopted, it will replace the previously adopted General Plan.

In addition, other San Juan Bautista regulations will need to be revised. Most notably, the Zoning regulations in the City's municipal code will need to be updated to ensure consistency with the proposed Plan once it is adopted. The proposed Plan contains the following policies and programs that would ensure consistency:

Program LU 2.1.3.1

Adjust zoning ordinance and standards to facilitate mixed-use development.

Program LU 2.2.1.4

Revise the Zoning Ordinance and enact standards for development compatible with the context of tourist-relevant neighborhoods.

Policy LU 2.5.2

Comprehensively revise zoning policies to expand and diversify the local supply of homes to meet the needs of a changing population that includes older adults, couples without children, and people living alone.

Program LU 2.5.2.6

Revise development standards in zoning districts to allow small single-family lots in all residential zones.

Program LU 2.6.1.2

Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).

Program LU 2.7.1.1

Adopt a zoning ordinance to conform the zoning code to Policy LU 2.7.1.

Furthermore, the proposed General Plan intends to adopt and develop new regulatory guidelines. These guidelines will need to comply with the existing zoning code, or will require revisions to the zoning code. The proposed Plan comprises the following policies and programs that would require compliance or revisions in the Zoning regulations to ensure consistency:

Policy LU 1.2.1

Adopt guidelines for transferring developmental rights of agricultural lands necessary to prevent viewshed loss.

Program LU 1.2.1.1

Develop a viewshed ordinance.

Program LU 2.5.2.2

Remove regulatory obstacles that have the effect of rendering various housing types uneconomical, such as unnecessarily onerous parking per residential unit or storm water management requirements.

Policy LU 3.1.1

Promote zoning policies and standards that respect and maintain the small town character.

Program LU 3.1.1.1

Identify district neighborhoods and develop a form-based code ordinance that maintains local neighborhood features and guides future development.

Policy LU 3.2.1

Implement land-use policies and regulations to limit sprawl.

Program LU 4.1.2.5

Develop a form-based code that is flexible to diverse building types and mixed uses.

Overall, implementation of the proposed Plan would potentially conflict with the City's zoning code and other regulations, therefore the Zoning regulations and other City regulations must be updated to reflect consistency with the proposed Plan.

Applicable Regulations:

City of San Juan Bautista Municipal Code, Title 11: Zoning
Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant.

LU-3 The proposed Plan **would not** conflict with any applicable conservation plan or natural community conservation plan.

There are no legal Habitat Conservation Plans (HCPs) in the planning area, as defined in the Federal Endangered Species Act (FESA) §10(a)(2)(A). Therefore, the proposed Plan would not conflict with any applicable habitat conservation plan or natural community conservation plan, as none have been adopted for the planning area. Impacts would therefore be considered less than significant.

Significance Before Mitigation: Less-than-Significant.

LU-4 The proposed Plan, in combination with past, present, and reasonably foreseeable development in the surrounding area would result in **less-than-significant** cumulative impacts with respect to land use and planning.

The geographic scope of this analysis is considered to be the proposed Plan Area and adjacent land in San Benito County, including the newly incorporated area within the SOI. The City of San Juan Bautista is comprised of primarily agricultural land, with significant portions of vacant land scattered throughout the City. As such, the infill and clustered development included in the proposed Plan would not contribute to a cumulative impacts associated with the division of an existing community. In addition, as declared above, the proposed Plan's conflicts with pertinent habitat conservation plans or natural community

conservation plans would be less than significant, and would not be substantial when measured as a whole with other past, present, and foreseeable plans in the City of San Juan Bautista.

4.10.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

LU-1	Implementation of the proposed Plan could potentially conflict with the City of San Juan Bautista Zoning regulations.
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Mitigation Measure LU-1

Mitigation measures for the proposed Plan will need to take place in the San Juan Bautista zoning regulations through an update to the code. Zoning is the primary method of implementing the general plan, and is a tool for categorizing specific uses of land that reflect the general plan. Thus, to reduce and minimize any inconsistencies between the proposed Plan and the San Juan Bautista Municipal Code, the City will update the zoning code within 12 to 24 months of adoption of the proposed Plan.

Significance After Mitigation: Less-than-Significant.

Land Use References

- City of San Juan Bautista, CA. (2014). Draft San Juan Bautista 2035 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.
- City of San Juan Bautista, CA. (2014). San Juan Bautista Background Report. Retrieved from <http://sjbgeneralplan.weebly.com/background-report.html>
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4.11 MINERAL RESOURCES

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region or residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2. 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"/>
3. In combination with past, present, and reasonably foreseeable projects, result in cumulative impacts with respect to mineral resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section identifies and evaluates the potential for the proposed Plan to adversely affect the availability of known mineral resources. The mineral resources of concern include: metals, industrial minerals (e.g., aggregate, sand and gravel), oil and gas, and geothermal resources that would be of value to the region and residents of the State.

4.11.1 ENVIRONMENTAL SETTING

The City of San Juan Bautista is in a region that is historically rich in mineral resources. Gold and silver mining in the mountainous area were popular in the mid to late 1800's. Pearce Quarry site, Aurora, Alpine, Jade Hill, Xanadu, and Larcious are all abandoned mines in San Benito County (Harnish et. al, 2010; California Department of Conservation, 1988). The County is also rich in petroleum, natural gas, and rock aggregate of various quality for fill and/or construction.

4.11.1.1 REGULATORY FRAMEWORK

This section describes the land use plans and regulations relevant to the proposed Plan area.

Federal Regulations

United States Environmental Protection Agency Superfund Program

The Superfund Program is a federally sponsored program to clean up the nation's uncontrolled or abandoned hazardous waste sites. There are no Superfund sites within existing or future city limits or sphere of influence. The nearest Superfund site is the Crazy Horse Sanitary Landfill in northern Monterey County and is unrelated to mineral extraction (U.S. EPA, 2012).

State Regulations

California Department of Conservation

The main state agency concerned with mineral resources protection is the California Department of Conservation. *Public Resources Code Sections 600-690* give this agency the authority to conserve earth resources. There are five program divisions that have relevant jurisdiction, including: the California Geologic Survey; the Division of Oil, Gas, and Geothermal Resources; the Division of Land Resource Protection; the Division of Recycling; and the Office of Mine Reclamation (University of California, 2014).

State Mining and Geology Board

The State Mining and Geology Board creates policy regarding the development and conservation of mineral resources and reclamation of mined lands (University of California, 2014).

California State Lands Commission

This agency manages land, waterways, and resources on public property.

California Department of Parks and Recreation

This agency manages mining activities and mineral resources on State Park lands.

California Department of Fish and Wildlife

This agency handles issues concerning potential threats from mining on terrestrial and marine fauna. Permitting include spill prevention and response, as well as dredging.

Surface Mining and Reclamation Act (SMARA)

Sections 2761(a) and (b) and 2790 of the State's Surface Mining and Reclamation Act (SMARA) provide for a mineral lands inventory process termed classification-designation. The California Division of Mines and Geology and the State Mining and Geology Board are responsible for administering this process and have statutory authority.

Areas are classified based on geologic factors, without regard to existing land use or land ownership. The areas are categorized into four Mineral Resource Zones (MRZs). Of the four categories, lands classified as MRZ-2 are of the greatest importance. Such areas are underlain by demonstrated mineral resources where geologic data indicate significant measurement or indicate the presence of resources. MRZ-2 areas, designated by the Mining and Geology Board as "regionally significant", are incorporated by regulation into Title 14, Division 2 of the California Code of Regulations. Such designations require that a lead agency's land use decisions involving designated areas are made in accordance with its mineral resource management policies, and that it consider the importance of the mineral resource to the region or the state as a whole, not just to the lead agency's jurisdiction.

State Water Resources Control Board 303(d) list

A 303(d) listing leads to development and implementation of a state plan to control the Total Maximum Daily Load (TMDL) of pollutants in an impaired water body. San Benito County is listed as impaired by mercury and also nutrients on the 303(d) list (CA EPA; State Water Resources Control Board, 2012). There are two 303(d) listed waters within county limits and the sphere of influence: San Juan Creek and San Benito River. Although most of the pollutants are related to agricultural uses, such as ammonia, boron, and fecal coliform, future mining activities could exacerbate the poor water quality.

Local/Regional Regulations*Measure J County of San Benito*

An initiative known as Measure J (2014) passed by ballot initiative on November 4th, 2014. The ballot initiative states the following in regards to "High Intensity Petroleum Operations" (also known as 'fracking' or 'hydraulic fracturing'):

1. Prohibit through new General Plan policies and new County zoning code sections land uses that support:
 - a) All Petroleum Operations in County Residential General Plan land use designations and in Rural and Residential Zoning Districts

County Residential General Plan designations include: Rural, Rural Transitional, Rural/Urban, and Sphere of Influence Rural/Urban

Rural and Residential Zoning Districts include: Rural, Rural Transitional, Rural Residential, Single-Family Residential and Residential Multiple

- b) All “High-Intensity Petroleum Operations,” as defined, in all unincorporated areas

“High Intensity Petroleum Operations” include well stimulation treatments (such as hydraulic fracturing, also known as fracking, and acid well stimulation treatments)

1. Provides exemptions when the general prohibitions would:
 - a) Violate the Constitution or laws of the United States or the State of California; or
 - b) Constitute an “unconstitutional taking of property”, with any such exception allowable only to the “minimum extent necessary” to avoid an unconstitutional taking.

The Initiative further does not prohibit “Low-Intensity Petroleum Operation(s)” that have obtained a vested right under state law. The Initiative requires existing “High-Intensity Petroleum Operations to discontinue operations within one to three years.

2. Interaction with Other Laws include:
 - a) If local law conflicts with state law, it is preempted. It is unresolved whether the initiative is preempted, in whole or in part, under state law.
 - b) The Initiative states that the County shall take all steps reasonably necessary to enforce and defend the Initiative against any challenge.
3. Other: The Initiative may be amended or repealed only through a vote of the people (p.1).

4.11.1.2 EXISTING CONDITIONS

San Juan Bautista is located in an area of relatively unstable geological conditions. A portion of the San Andreas Fault runs directly through the northern portion of the City, near Old Mission San Juan Bautista. There are twelve soil types within the City, some of the most common being Clear Lake Clay and Rincon Loam. While soils are valuable for agriculture, the State Mining and Geology Board has not designated any mineral resources within the existing or proposed city limits or sphere of influence, but sand and gravel mining occur regionally (2013 Background Report to San Juan Bautista Draft San Juan Bautista 2035 General Plan).

According to the *2035 San Benito County General Plan Draft PEIR* (2013), there are two Mineral Resource Zone Sectors that fall within the County: E and F. Sector E includes the Holocene Stream Channel and Terrace Deposits near the San Benito River and Tres Pinos Creek. This sector zone is located along the channel of the San Benito River from Tres Pinos to the county boundary in the northwest. Total reserves in Sector E were calculated at 226 million tons of aggregate material. All resources were considered Portland Cement Concrete (PCC) grade, and all the resources were classified as MRZ-2. Sector F, which includes the Cretaceous Hornblende Gabbro-Aromas Deposit, extending

nearly five miles from Chittenden Pass to Pajaro Gap. This area is also classified as MRZ-2. Aggregate resources in Sector F are classified as PCC grade, and total reserves were estimated to be 395 million tons. Updated information prepared in 1999 by the USGS (OFR 99-01), which include reclassified and newly identified reserves, estimated that the total aggregate resources in San Benito County that fall within the Monterey Production-Consumption (P-C) regional boundary identified as MRZ-2 totaled 33 million tons for sand and gravel reserves (those currently permitted), 113 million tons for other sand and gravel resources, and 386 million tons for crushed rock resources. As of 2010, crushed rock reserves and detailed breakdowns on permitted resources are not published due to confidentiality and the protection of commercially important proprietary data. The Monterey Bay P-C region resources classified as MRZ-2 totaled 56 million tons for sand and gravel reserves, 387 million tons for other sand and gravel reserves, and 213 and 823 million tons for crushed rock and reserves respectively. According to the California Geology Survey 2006 Aggregate Availability in California (Map Sheet 52), estimated permitted aggregate resources for the Monterey Bay P-C region are 347 million tons, and the projected 50-year forecasted consumption is 383 million tons. The permitted reserves equal 91 percent of projected consumption. Overall, an estimated 1,210 million tons of aggregate resources underlie the Monterey Bay P-C region (OFR 99-01).

There are no MRZ-2 designated areas within the existing or proposed city limits or sphere of influence. The nearest MRZ-2 classified area is the Williams Quarry Area, encompassing about 25 acres, which is located about 3 miles northwest of the City. Pebbly sandstone beds of the Upper to Middle Pliocene Purisima Formation are mined here for the purpose of fill sand. However, if the material were to be washed it could meet specifications necessary for concrete aggregate. Also, the Pearce Quarry Site is located about 5 miles southwest of the City. This quarry area covers approximately 70 acres and contains crystalline limestone and granitic rocks (Division of Mines and Geology, 2000). Finally, there is a construction sand mine, *Hillsdale Rock Co.*, off of San Juan Highway to the northwest of the City and adjacent to Anzar High School, as well as several other similar mines and quarries surrounding the City. See Figure 4.11-1 for all mining locations in the vicinity of San Juan Bautista.

Figure 4.11-1 Location of Active and Proposed Mines in the Monterey Bay Production-Consumption Region

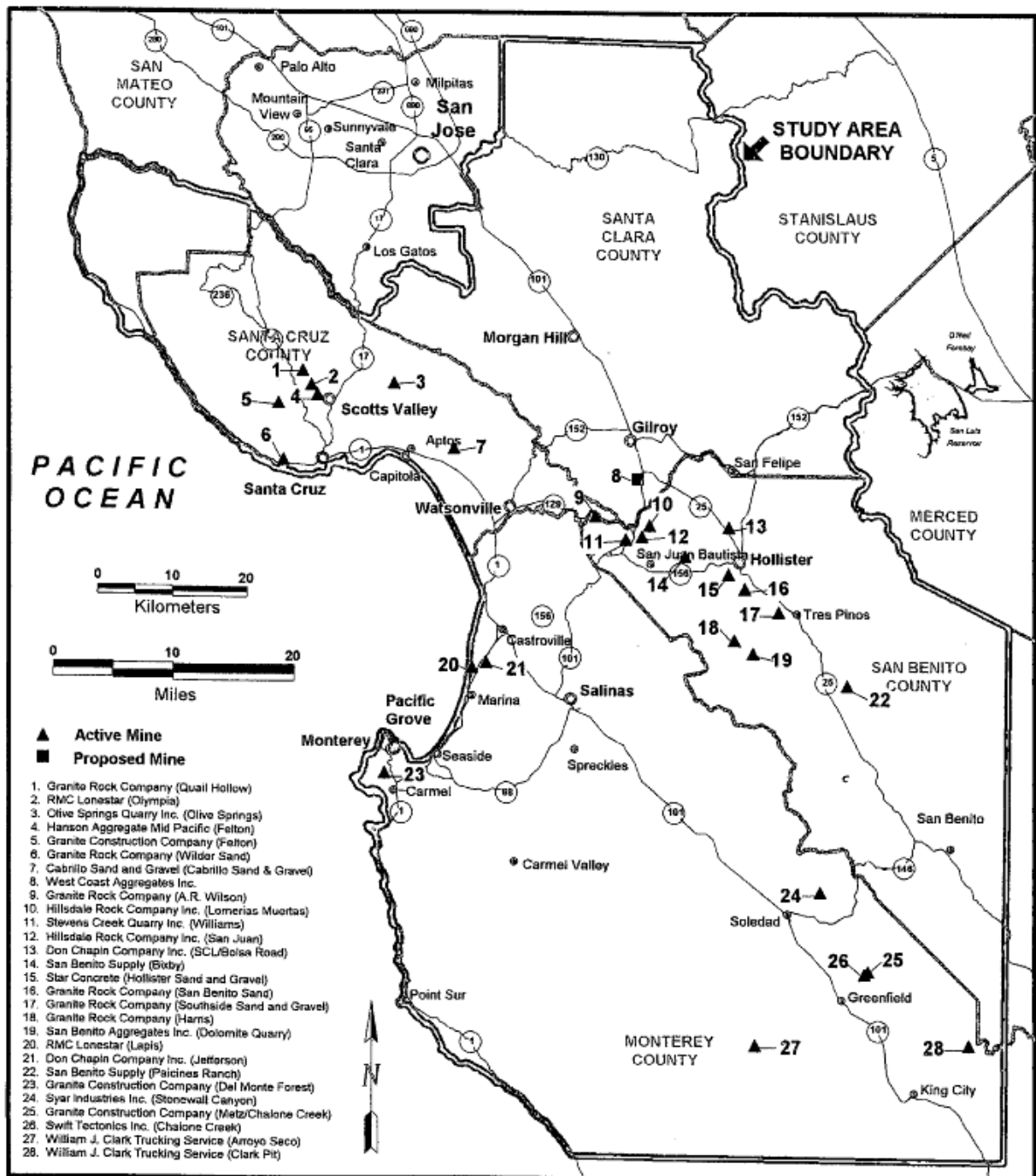


Figure 6. Locations of aggregate mines or proposed mines in the Monterey Bay Production-Consumption Region having current permits as of January, 1999.

Source: California Department of Conservation, Division of Mines and Geology 2000.

4.11.2 STANDARDS OF SIGNIFICANCE

4.11.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to mineral resources if it would:

1. 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 or;
2. 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.

4.11.2.2 METHODOLOGY

The basis for determining impacts in regards to mineral resources included a review of the geology and soils impact section as well as locations of existing mines. In addition, reports and maps from the California Geologic Survey Division of Mines and Geology, U.S. Geological Survey Mineral Resource Data System (2011), U.S. Geological Survey Minerals Availability System (2014), and the San Benito County 2035 General Plan (2013).

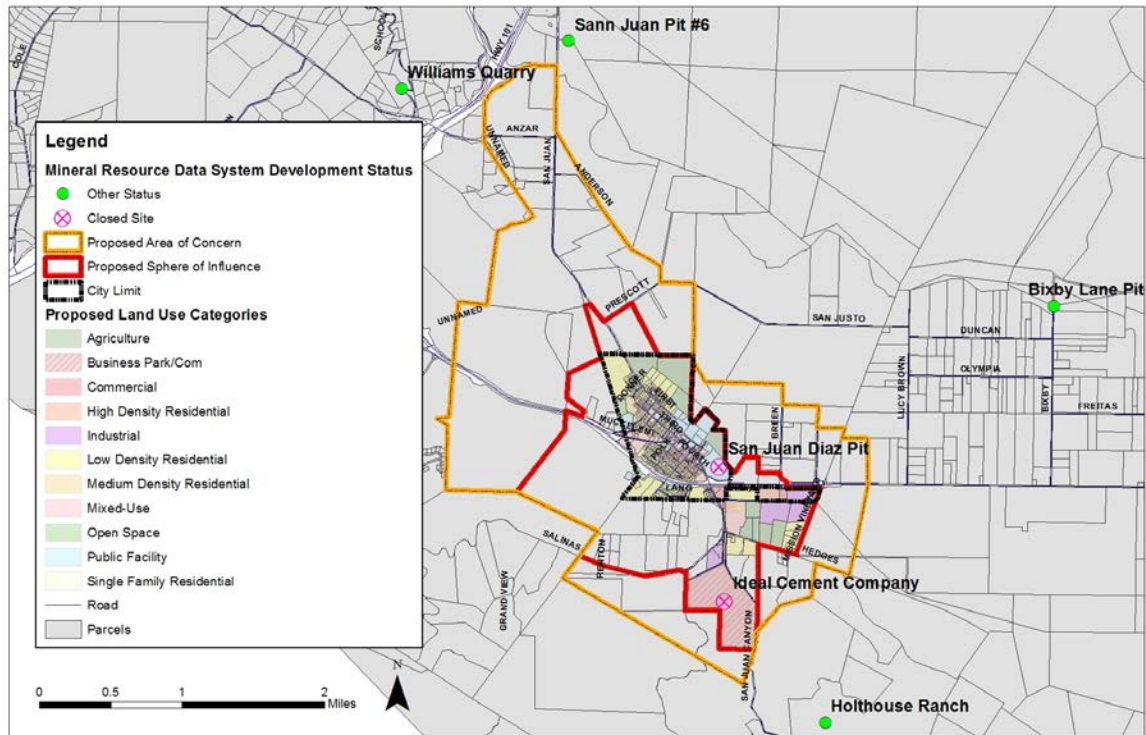
4.11.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to mineral resources.

MR-1	There would be no impact of the proposed Plan on the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
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According to the U.S. Geological Survey Mineral Resource Data System (2011), there were formally active mineral sites within the project area, including the *Ideal Cement Company* and *San Juan Diaz Pit*. However, these sites are currently closed and other land uses have replaced them. Specifically, agricultural activities such as grazing occur in the vicinity of the former *Ideal Cement Company* site and San Juan School now occupies the *San Juan Diaz Pit*. Map 4.11-1 displays the location of mineral sites in the vicinity of the City. There are none located within the Proposed Area of Concern, therefore at full build-out of the proposed Plan, these sites would not likely conflict with new land uses.

Map 4.11-1 U.S. Geological Survey Mineral Resource Data System Identified Sites



Source: U.S. Geological Survey Mineral Resource Data System 2011

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

San Juan Bautista Municipal Code, Title 11 Zoning. (2007)

Significance Before Mitigation: No Impact

MR-2 The proposed Plan would have a **less-than-significant** impact on the loss or availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

As previously mentioned in the existing conditions section, there are no MRZ-2 designated sites within the existing or proposed sphere of influence or city limits. In addition, the Plan proposes new industrial land uses that would accommodate, as well as possibly enhance, mineral resource recovery activities.

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-significant

MR-3 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in **less-than-significant** cumulative impacts with respect to mineral resources.

The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to mineral resources. Although the region is rich in mineral resources and active mines, especially rock quarries, none of them are located with the proposed Plan area. However, any form of development requires mineral resources, such as aggregate for concrete, but the proposed Plan is likely to encourage increased productivity in regards to regional mineral extraction and processing through new industrial land use designations.

Applicable regulations:

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Less-than-significant

4.11.4 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The proposed Plan would result in less than significant impacts in regards to mineral resources. No mitigation measures are needed.

Mineral Resources References

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- San Benito County. (2014). Measure J County of San Benito. Retrieved from http://www.sbcvote.us/pdf/forms/registrar/2014_Measures/Measure_J_Web-Post.pdf
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- U.S. Geological Survey. (2014). Data Catalog. Retrieved from <http://catalog.data.gov/dataset/mas-mils-mineral-availability-system-mineral-industry-location-system-arc-info-point-coverage-f>.

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4.12 NOISE

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Expose people to, or generation of, excessive ground-borne vibration or ground-borne noise levels; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantially increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Expose people residing or working in the vicinity of the plan area to excessive aircraft noise levels, 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; or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

6. Expose people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip. ☐ ☐ ☐ ☒

According to The California State Government Code §65302(b), the Noise Element is one of the seven mandatory elements of the General Plan. Recognizing the effects of noise on people's health and general well-being, the State requires that all local jurisdictions prepare statements of policy indicating their plans regarding noise and sources of noise in order to: establish maximum noise levels for each land use category, set standards for noise generation from transportation facilities and immobile noise sources, and develop a program for implementation of noise control measures. California also requires local government agencies to identify and quantify community noise levels expressed in Community Noise Equivalent Levels (CNEL) or day-night average levels (Ldn) as defined in the definitions section below.

The following environmental assessment reviews the potential noise impacts of implementing the proposed Plan. Noise-related impacts may arise due to increased population, new development within the City, or other policy changes. This section considers the sources of noise, the location of sensitive noise receptors, and the attempts to separate the two through land use planning. This section includes a review of the existing ambient noise conditions and an analysis of environmental effects that could result from implementing the proposed Plan in the City of San Juan Bautista.

The following definitions are terms used in this section:

Definitions

- **Ambient Noise:** The composition of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- **A-Weighted Decibel (dBA):** Measures a sound in a manner similar to the response of the human ear and gives a good correlation with a person's reaction to noise.
- **Community Noise Equivalent Level (CNEL):** The average equivalent A-weighted decibel sound level during a 24-hour day, obtained after the addition of 5 decibels to readings obtained from 7:00pm to 10:00pm and 10 decibels to sound levels in the night from 10:00pm and before 7:00am.
- **Day-Night Sound Level (Ldn or DNL):** The average equivalent A-weighted decibel sound level during a 24-hour day, obtained after the addition of 10 dB to readings obtained in the night from 10:00pm and before 7:00am.
- **Decibel (dB):** A unit of measurement describing the amplitude of sound on a logarithmic scale.

- **Equivalent Continuous Noise Level (Leq):** The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour periods.
- **Intrusive Noise:** The noise which intrudes over and above the existing ambient noise at a given location.
- **Noise:** Sound that is loud, unexpected, and generally described as unwanted.
- **Noise Contours:** Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.
- **Peak Particle Velocity (PPV):** The velocity of a particle in a medium as it transmits a wave.
- **Sound:** Vibrations that travel through the air or other medium that can be heard by a person or animal.
- **Statistical Sound Level (Ln):** The sound level that is exceeded “n” percent of the time during a given sample period.
- **Vibration Decibel (VdB):** Commonly used to describe vibration velocity’s average amplitude. The vibration velocity level is reported in decibels of 1×10^{-6} inches per second.

Table 4.12-1 provides an example of sound generators and their relative decibel readings in order to give perspective on dBA measurements.

Table 4.12-1 Sound Generators and Associated Decibel Intensities

Sound Description	Intensity Level (dBA)
Instant Perforation of Eardrum	160 dBA
Military Jet Takeoff	140 dBA
Threshold of Pain	130 dBA
Front Row of a Rock Concert	110 dBA
Walkman at Maximum Level	100 dBA
Vacuum Cleaner	80 dBA
Busy Street Traffic	70 dBA
Normal Conversation	60 dBA
Whisper	20 dBA
Rustling Leaves	10 dBA
Threshold of Hearing	0 dBA

Source: Bies and Hansen, 2009

4.12.1 ENVIRONMENTAL SETTING

Within the plan area, the largest source of noise is vehicle traffic on freeways and local roadways. These sources of noise in San Juan Bautista include vehicular traffic such as freight trucks on State Route 156, and motorcycle and other vehicle activity on The Alameda/Third Street. This is expected to continue to be the most significant source of noise in the San Juan Bautista area.

Noise Sensitive Land Uses

Some land uses are more sensitive than others to unwanted sound and vibration levels, such as residential, school, hospital, open space, and recreational land uses where quiet environments are required for public health, safety, and enjoyment. In general, places where people live, sleep, recreate, worship, and study are generally considered to be sensitive to noise because unwanted sound can disrupt those activities.

Noise Sources

Stationary Sources

Stationary noise sources include industrial land uses, roadway segments, and other land designations which contain noise producing characteristics. Stationary sources of noise tend to operate between eight and ten hours per day. The location of noise receptors relative to noise producers can result in unwanted noise. As a result, land use planning and zoning attempts to separate sensitive noise receptors from noise producers in order to alleviate the potential conflict. Recreational areas and open spaces may also act as sources of stationary noise. Schools are associated with noise-generating activities because of sounds produced by children playing, bells ringing, and public gatherings for school related events. High schools may feature stadiums and evening sporting events with large public access and loudspeaker systems. Temporary noise sources such as power equipment, lawn mowers, portable generators, electric drills and saws, and other equipment are typically short in duration and generally do not constitute major noise sources.

Mobile Sources

Mobile noise sources are persons or things which produce noise and have the ability to move freely throughout the City. Motorcycles have been identified by the community as a significant noise producer as they travel and congregate in front of bars along The Alameda/Third Street. Additionally, buses transporting visitors to the Mission using The Alameda/Third Street have also been identified as a contributing source of noise. Some other examples of mobile noise sources include gardening equipment and construction equipment such as dozers, scrapers, and graders. Mobile equipment and vehicles may operate in a cyclic fashion in which a period of full power is followed by periods of inactivity.

Construction Noise

Construction sites typically involve an increase in ambient noise levels, particularly during demolition and infrastructure-replacement phases. During construction, various activities that can cause unwanted sound levels and vibration depend on several factors. The highest construction-related ground-born vibration levels are typically generated from pile driving and compaction equipment. The two primary concerns related to construction noise and vibration are the potential to damage nearby structures and the potential to interfere with the enjoyment of life.

Aircraft Noise

There are no airports located within the City of San Juan Bautista; however, the City of Hollister Municipal Airport, Christensen Ranch Airport, and Frazier Lake Airport contribute to ambient noise levels throughout San Benito County. Aircraft noise in California is defined in terms of community noise equivalent level (CNEL), which is closely related to the day/night average noise level (Ldn), but includes a 5 dB weight factor for the evening hours between 7:00 pm to 10:00 pm. In California, 65 dBA CNEL is considered the maximum allowable noise level that is compatible with noise-sensitive land uses.

4.12.1.1. REGULATORY FRAMEWORK

Federal, State, County and local governments have passed a series of regulations and ordinances in order to limit exposure to harmful noise and vibration levels, as well as intrusive noise levels. This section defines the regulatory context of noise and vibration levels in the planning area.

Federal Regulations

Department of Housing and Urban Development (HUD)

Environmental Criteria and Standards, 24 Code of Federal Regulations (CFR) Part 51

The United States Environmental Planning Division has prepared a set of criteria and standards that are presented in 24 CFR Part 51. New residential construction qualifying for HUD financing proposed in high noise areas (exceeding 65 dBA Ldn) must incorporate noise attenuation features to maintain acceptable interior noise levels (HUD, 2014). A goal of 45 dBA Ldn is set forth for interior noise levels, and attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction, any building will provide sufficient attenuation to achieve an interior level of 45 dBA Ldn or less if the exterior level is 65 dBA Ldn or less. Approvals in a “normally unacceptable noise zone” (exceeding 65 decibels but not exceeding 75 decibels) require a minimum of 5 decibels additional noise attenuation for buildings if the day-night average is greater than 65 decibels but does not exceed 70 decibels, or a minimum of 10 decibels of additional noise attenuation if the day-night average is greater than 70 decibels but does not exceed 75 decibels.

The United States Environmental Planning Division has developed an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and

railway traffic. This is a web-based application of the existing Noise Assessment Guidelines (NAG). It is a component of the Assessment Tools for Environmental Compliance (ATEC). Derivations of the basic noise equation from the noise regulation were applied to a new application of the NAG.

Site Acceptability Standards:

- Exterior noise levels – Proposed HUD-assisted projects with a day-night average sound level of below 65 decibels are acceptable.
- Interior noise levels – Proposed HUD-assisted projects with a day-night average sound level of below 45 decibels are acceptable.

Federal Highway Administration (FHWA)

Title 23 of the Code of Federal Regulations (CFR), Part 772

The FHWA requires that new Federal or Federal-aid highway construction projects, or alterations to existing highways that significantly change either the horizontal or vertical alignment and/or increase the number of through traffic lanes, to abate noise per Title 23 of the Code of Federal Regulations. The regulation requires the following procedures when planning and designing a highway project: (1) identify traffic noise impacts and examine the potential mitigation measures; (2) incorporate reasonable and foreseeable noise mitigation measures into the highway project; and (3) coordinate with local officials to provide helpful information on compatible land use planning and control. Abatement is required when the “worst-hour” noise levels approach or exceed 67 dBA (FHWA, 2014).

Federal Transit Administration (FTA)

Vibration Impact Criteria

The FTA’s vibration impact criteria are designed to identify acceptable noise levels for noise-sensitive buildings, residences, and institutional land uses near railroads. The thresholds that apply to residences and buildings are 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30 to 70 events per day), and 80 VdB for infrequent events (less than 30 events per day).

Environmental Protection Agency (EPA)

The Federal Noise Control Act of 1972

The inability to control noise, particularly within urban areas, presents an issue which impacts the health and welfare of the Nation’s population. Federal action is essential to deal with major noise sources in commerce, the control of which requires national uniformity of treatment. The primary responsibility for control of noise, however, rests with State and local governments. Transportation vehicles and equipment, machinery, appliances, and other products in commerce are major sources of noise. The Noise Control Act of 1972 created a national policy to protect all Americans from noise levels that jeopardizes their health and welfare. The Environmental Protection Agency (EPA) found that sleep, speech, and other types of activity would not be interfered with if the Ldn of residential areas did not exceed 55 dBA outdoors and 45 dBA indoors. The EPA also found that 5 dBA is an adequate margin of safety before the increase in noise level would

result in a significant increase provided that the existing noise exposure did not exceed 55 dBA Ldn (EPA, 1972).

State Regulations

California Government Code

Section §65302(f)

California Government Code Section 65302(f) requires all General Plans to include a Noise Element that addresses noise-related impacts in the community. The State Office of Planning and Research (OPR) has prepared guidelines for the content of the noise element, which include the development of current and future noise level contour maps. These maps must include contours for the following sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight on-line railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, military airport operations, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including but limited to railroad classification yards; and
- Other stationary ground noise sources identified by local agencies contributing to the community noise environment.

The noise contours used in this environmental impact review shall be used by the City as a guide to establishing a pattern of land uses in the Land Use Element that minimizes the exposure of residents to excess noise levels. Additionally, the Noise Element shall include implementation measures to address and possibly solve existing and predicted noise issues. The Noise Element shall also serve as a guideline for compliance with the state's noise insulation standards.

California Code of Regulations

Title 24

The California Department of Housing and Community Development officially adopted noise insulation standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2 of the California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dB(A) for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures to be located within noise contours of 60 dB(A) or greater (CNEL or Ldn) from freeways, major streets, thoroughfares, rail lines, rapid transit lines, or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dB(A) or lower (CNEL or Ldn).

Title 21

The State Division of Aeronautics has adopted a standard that establishes an acceptable noise level of 65 dB for uses within the vicinity of airports. This standard applies to typical houses in urban residential areas in California and may have windows partially open.

Insulation Standards

The State of California establishes exterior sound transmission control standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings as set forth in the *2010 California Building Code* (Chapter 12, §1207.11). Interior noise levels attributable to exterior environmental noise sources shall not exceed 45 dBA Ldn/CNEL in any habitable room. When exterior noise levels (the higher of existing or future) where residential structures are to be located exceed 60 dBA Ldn/CNEL, an acoustical analysis report must be submitted with the building plans describing the noise control measures that have been incorporated into the design of the project to meet the allowable interior noise level. The proposed Plan shall facilitate implementation of the noise insulation standards and shall be used to identify sites where noise levels exceed 60 dBA.

California Department of Transportation (Caltrans)

Construction Vibration

There are no state plans, policies, regulations, or laws related to ground born vibrations that are applicable to the proposed Plan. However, Caltrans has adopted guidance for construction vibrations, and this guidance is used in this analysis to address construction vibrations. Caltrans uses a vibration limit of 0.5 inches/sec peak particle velocity (PPV) for new residential structures and modern industrial/commercial buildings that are structurally sound and designed to modern engineering standards. A conservative vibration limit of 0.3 inches/sec, PPV is used for older residential buildings that are found to be structurally sound. For historic buildings and some other older buildings, a conservative limit of 0.25 inches/sec, PPV is used. A limit of 0.08 inches/sec, PPV is used to provide the highest level of protection for extremely fragile historic buildings, ruins, and ancient monuments. All of these limits have been used successfully, and compliance with these limits has not been known to result in appreciable structural damage. All vibration limits referred to herein apply on the ground level, and take into account the response of structural elements (i.e., walls and floors) to ground-borne excitation (Caltrans, 2004).

Local/Regional Regulations

San Benito County

Title 19, Chapter 19.39

Sound level restrictions limit the noise levels received at any property line as illustrated in Table 12.1-3. Maximum permissible sound pressure levels state that no person shall operate, or permit to be operated, on private property any source of sound in such a manner as to create:

- A sound pressure level which exceeds the limits set forth for the receiving land use category in Table 12.1-2 which may be measured at or within the real property boundary of the receiving land use, or its vertical extension;
- A sound pressure level which exceeds the limits set forth for the receiving land use category in Table 12.1-2 for more than 15 minutes in 60 minutes which may be measured at or within the real property boundary of the receiving land use, or its vertical extension;
- An equivalent A-weighted sound level that exceeds the limits set forth for the receiving land use category in Table 12.1-2 which may be measured at or within the real property boundary of the receiving land use or its vertical extension; or
- A sound level that exceeds the ambient sound level by 5 dB which may be measured at or within the real property boundary of the receiving land use or its vertical extension.

Table 4.12-2 Hourly Average Noise Level Limits at Property Line

Land Use Designation	Noise Level (dBA)	
	Day	Night
Ag Rangeland	45 dBA	35 dBA
Ag Productive		
Rural		
Rural Transitional		
Rural Residential		
Single Family (R1)	50 dBA	40 dBA
Residential Multiple		
Planned Unit Development		
Commercial (C-1)	65 dBA	55 dBA
Commercial (C-2)		
Controlled Manufacturing (CM)	70 dBA	60 dBA
Light Industrial (M-1)		
Heavy Industrial (M-2)		

Source San Benito County Noise Level Standards 2013

San Benito County

General Plan Noise Element Adopted 1984

Table 4.12-3 shows San Benito County's land use compatibility guidelines for community noise environments as part of the 1984 General Plan. Through research conducted on people's response to various types and levels of noise, general standards have been arrived at concerning which noise levels are generally acceptable to most people. The following table presents the result of studies conducted to determine which sound levels people generally prefer, which sound levels are considered to be acceptable, and the intensity of people's response to incremental noise level increases (San Benito County, 1984).

Table 4.12-3 Land Use Compatibility Guidelines for Community Noise Environments

Land Use Category	Community Noise Exposure Ldn/ CNEL, dB						
		55	60	65	70	75	80
Residential - Low Density Single Family, Duplex, Mobile Homes							
Residential - Multi Family							
Transient Lodging - Motels, Hotels							
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Course, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Industrial, Manufacturing Utilities, Agriculture							
	<p>CLEARLY ACCEPTABLE</p> <p>The noise exposure is such that the activities associated with the land use may be carried out with essentially no interference from aircraft noise. (Residential areas: both indoor and outdoor noise environments are pleasant.)</p>						

	<p>NORMALLY ACCEPTABLE</p> <p>The noise exposure is great enough to be of some concern, but common building construction will make the indoor environment acceptable, even for sleeping quarters.</p>
	<p>NORMALLY UNACCEPTABLE</p> <p>The noise exposure is significantly more severe so that unusual and costly building construction is necessary to insure adequate performance of activities. (Residential areas: barriers must be created between the site and prominent noise sources to make the outdoor environment tolerable.)</p>
	<p>CLEARLY UNACCEPTABLE</p> <p>The noise exposure is so severe that construction costs to make the indoor environment acceptable for performance of activities would be prohibitive. (Residential areas: the outdoor environment would be intolerable for normal residential use.)</p>

Source: San Benito County, Health and Safety Element General Plan Draft 2013

San Benito County

General Plan Health and Safety Element 2035 Draft

The County is currently in the process of updating their 2035 General Plan and will be including Table 4.12-3 along with Table 4.12-4. Table 4.12-4 shows non-transportation noise level performance standards for noise sensitive uses. The standards set forth in Table 12.1-2 apply to all new and existing areas affected by new or existing non-transportation sources (San Benito County, 2013).

Table 4.12-4 Non-Transportation Performance Standards for Noise Sensitive Land Uses

Noise Level Descriptor	Daytime (7:00 am - 10 pm)	Nighttime (10:00 am - 7:00 am)
Hourly Leq dB	55	45
Maximum Level, dB	70	65

Source: San Benito County, Health and Safety Element General Plan Draft 2013

San Juan Bautista General Plan

Safety Element Updated Adopted 1998

The City's 1998 General Plan recognizes that the US Environmental Protection Agency has suggested a noise goal of 55 dB (Ldn) in residential areas for the protection of health and welfare. Additionally, the US Department of Housing and Urban Development's minimum standard is 65 dB (Ldn). The Plan is consistent with state guidelines and uses

60 dB (Ldn) as the limit for exterior noise exposure in new residential areas. As a guideline, interior noise levels should be no louder than 45 dB (Ldn). Since the noise reduction provided by a typical house is about 15 dB, additional insulation is usually required where exterior noise exceeds 60 dB (San Juan Bautista, 1998).

Noise Element 2035 Proposed

San Juan Bautista's proposed Plan recommends all interior noise levels for new developments be no greater than 45 dB and all exterior noise levels be mitigated to a normally acceptable noise level as defined in Table 4.12-5. The Governor's Office of Planning and Research (OPR) produced General Plan Guidelines which includes the fundamental structure for a complete Noise Element in a general plan. OPR has included the maximum allowable noise exposure by land use, as shown in Table 4.12-5. The standards presented by the OPR reflect the noise-control goals to be applied to all communities by providing guidelines for noise-compatible land uses (OPR, 2003).

Table 4.12-5 Maximum Allowable Noise Exposure by Land Use

Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable					
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.	Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements, but with closed windows and fresh air supply systems or air conditioning will normally suffice.	New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.	New construction or development should generally not be undertaken.					
Community Noise Exposure Ldn, dB								
Land Use Category	41-50	51-55	56-60	61-65	66-70	71-75	76-80	>80
Residential-Low Density Single Family, Duplex, Mobile Homes								
Residential-Multiple Family, Group Homes								
Transient Lodging-Motels/Hotels								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concert Halls, Amphitheaters								
Sports Arena, Outdoor Spectator Sports								

Playgrounds, Neighborhood Parks								
Golf Courses, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business Commercial and Professional								
Industrial, Manufacturing, Utilities, Agriculture								

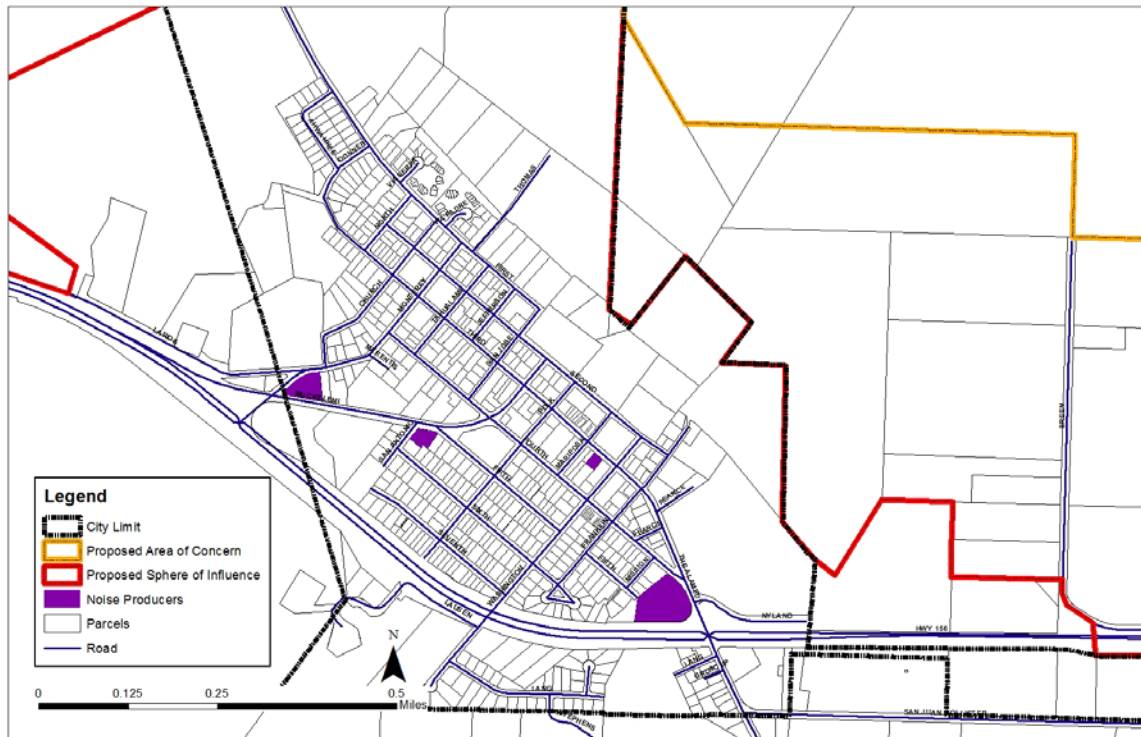
Source: Governor's Office of Planning and Research, General Plan Guidelines, Appendix C & San Juan Bautista 2035 Draft General Plan.

4.12.1.2 EXISTING CONDITIONS

This section discusses the existing conditions related to noise in the City of San Juan Bautista.

Noise Sources

Agricultural, industrial, and service commercial land uses such as automotive repair facilities, wrecking yards, tire installation centers, car washes, transfer yards, and loading docks are stationary sources of noise found throughout San Benito County. In San Juan Bautista, gas stations and grocery stores are potential sources of noise within the City limits. There is one gas station, KNK Valero, located on Muckelemei Street, which is considered a source of noise based on its auto service facilities. Additionally, grocery stores like Windmill Market, Bear Flag Gallery Mall, Neil's San Juan Super Market, and Baler's Market are located within the City. There are several light industrial land uses in San Juan Bautista located in the southeast part of town. Currently, these uses are not in close proximity to residential or sensitive land uses. Map 4.12-1 shows the location of noise sources by land use within the City of San Juan Bautista's limits.

Map 4.12-1 Noise Sources by Land Use

Source: Cal Poly San Luis Obispo, 2014

Mobile Sources

The major mobile noise source identified by the community is motorcycles which travel along State Route (SR) 156 and congregate in front of bars along The Alameda/Third Street, as well as freight trucks on SR 156. Chickens have also been identified as being present throughout the area and are a contributing source of mobile noise to the City as well.

Noise Sensitive Receptors

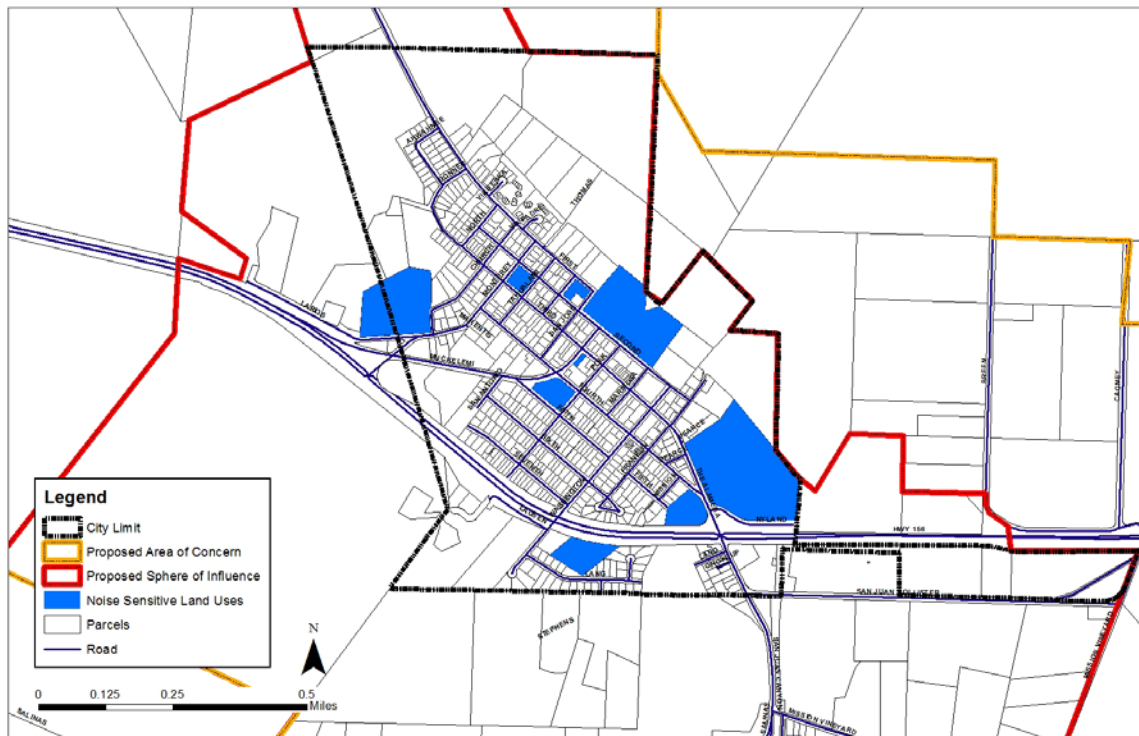
In San Juan Bautista, noise-sensitive land uses include private residences, schools, health services, places of worship, open space, and public facilities. Table 4.12-2 shows the names of noise sensitive receptors in San Juan Bautista. This table can be compared with Map 4.12-2, which shows sensitive noise receptors by location within the City of San Juan Bautista.

Table 4.12-6 Noise Sensitive Receptors

Schools	Health Services	Places of Worship	Open Space	Public Facilities
Growth & Opportunity SA Program	Hazel Hawkins Community Health Clinic	Glad Tiding Church	Old Mission San Juan Bautista	San Juan Bautista Community Center
San Juan School		San Juan Bautista Cemetery	Lang Street Park	San Juan Bautista Library
Anzar High School			Abbe Park	

Source: Cal Poly San Luis Obispo, 2014

Map 4.12-2 Noise Sensitive Receptors by Land Use

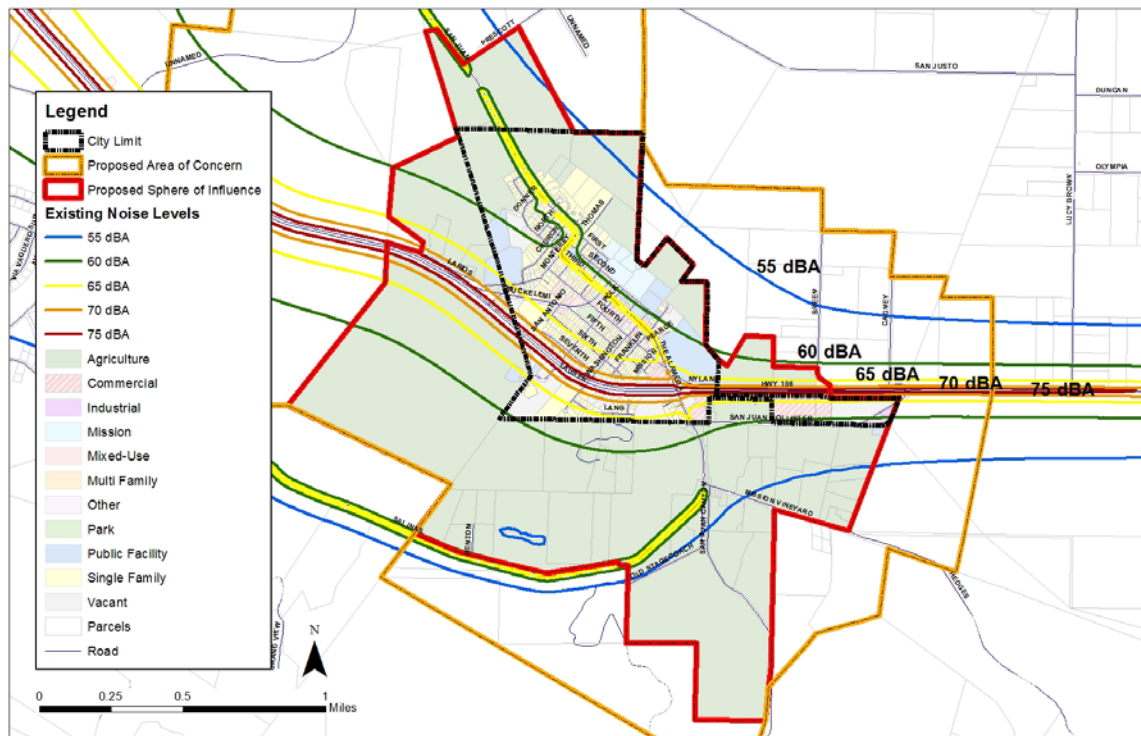


Source: Cal Poly San Luis Obispo, 2014

Noise Contour Maps

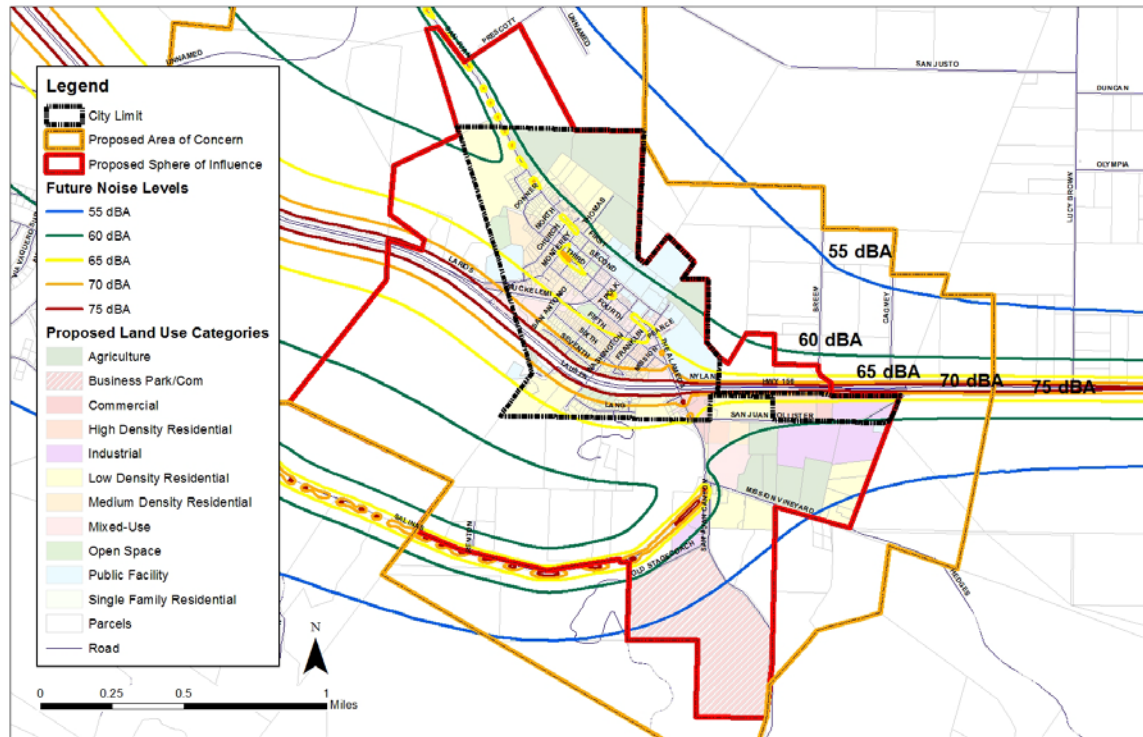
In San Juan Bautista, the main producers of noise are SR 156 and The Alameda/Third Street. Map 4.12-3 shows the existing noise contours with existing land uses for the City of San Juan Bautista. The noise contours and respective decibel readings were generated from an Illingworth & Rodkin, Inc. (2012) noise monitoring survey completed for San Benito County in 2010. The survey prepared by Illingworth & Rodkin can be found in the Noise Background Report prepared for the *San Benito County General Plan 2035* (2013). Similarly, Map 4.12-4 shows projected 2035 noise contours with the proposed Plan's land use. These two maps are used in comparison throughout the remainder of this EIR in order to assess levels of significance of the proposed Plan.

Map 4.12-3 Existing Noise Contour Map with Existing Land Use



Source: Illingworth & Rodkin, Inc 2012; Cal Poly San Luis Obispo, 2014

Map 4.12-4 Future Noise Contour Map with Preferred Growth Land Use



Source: Illingworth & Rodkin, Inc 2012; Cal Poly San Luis Obispo, 2014

4.12.2 STANDARDS OF SIGNIFICANCE

This section defines the criteria used to determine whether the proposed Plan has the potential to result in significant environmental impacts for the City of San Juan Bautista. For the purpose of this EIR, noise related impacts are considered significant if the proposed Plan would:

- Expose people to, or generate, exterior noise levels that are above the maximum allowable noise levels for respective land uses established in Table 4.12-5;
- Create new developments that would expose people to interior noise levels of 45 dBA Ldn or greater;
- Create a substantial permanent increase in ambient noise levels within the planning vicinity above existing levels;
- Expose people to or generate excessive ground-borne vibration or ground-borne noise levels; or
- Create construction noise levels in excess of the standards set forth in HUD's Environmental Criteria and Standards, 24 Code of Federal Regulations (CFR) Part 51 and the FHWA's Title 23 of the Code of Federal Regulations (CFR), Part 772.

4.12.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant impact with regards to noise if it would result in:

1. 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;
2. Exposure of persons to, or generation of, excessive ground-borne vibration or ground-borne noise levels;
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
5. Exposure of people to excessive aircraft noise levels residing or working in the vicinity of the plan area to, 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; or
6. Exposure of people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.

4.12.2.2 METHODOLOGY

The proposed Plan has set forth the decibel readings shown in Table 4.12-5 to be the maximum allowable noise exposure by land use. Additionally, the proposed Plan acknowledges that all new developments will meet the State of California's Building Code, which limits interior noise levels to 45 dBA Ldn/CNEL in any habitable room or structure. The impact discussion will work within the framework stated above in order to determine the level of significance pertaining to the proposed Plan.

The analytical approaches used in preparing the impact discussion were as follows:

- Identify and map major noise sources and sensitive receptors (e.g., residences, areas used for quiet recreation) in the proposed project area.
- Identify relevant noise policies, standards, and regulations.
- Estimate noise associated with project construction activities. Determine the duration of construction and phases or periods most likely to be disruptive. Identify other nearby projects potentially undergoing simultaneous construction. Compare effects with land use compatibility standards, and applicable noise standards.
- Identify noise sources related to project operation (e.g., new traffic, stationary equipment, or other loud activities), and estimate project-related contribution to the noise environment at sensitive receptors. Assign level of significance.
- For sensitive receptors that may be planned with the project, characterize compatibility with the existing and future noise environment.
- Identify potential cumulative impacts.

The collection of setting information, analysis of the potential impacts, and determination of levels of significance will result in substantial evidence to support the conclusions of the impacts identified in this review.

4.12.3 IMPACT DISCUSSION

NOISE-1 The proposed plan **would potentially** expose people to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

According to the proposed Plan, new land use locations are proposed for the City of San Juan Bautista. Low-density residential, medium-density residential, and open space land uses are observed to be located along The Alameda/Third Street or SR 156 and within the 70 dB range illustrated in Map 4.12-10. Mixed use land uses are also observed to be located adjacent to The Alameda/Third Street and SR 156 and often include residential uses located above, or in proximity to, commercial uses. Table 4.12-5 identifies the maximum allowable noise exposure by land use that has been recognized as the standard in assessing impacts under the proposed Plan. Table 4.12-5 categorizes residential-low density single family, duplex homes and residential-multiple family, and group homes to be normally unacceptable if experiencing noise levels above 70 Ldn, dB.

The State of California establishes 60 dBA Ldn/CNEL exterior sound transmission control standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single-family dwellings as set forth in the 2010 California Building Code (Chapter 12, §1207.11). Additionally, interior noise levels attributable to exterior environmental noise sources shall not exceed 45 dBA Ldn/CNEL in any habitable room. The proposed Plan involves development of a variety of uses along the major noise sources in San Juan Bautista. Map 4.12-10 identifies the location of low, medium, mixed use residential units, and Lang Park, which is designated as open space, within the 2035 projected noise contour levels above 70 dBA. As a result, the proposed Plan would potentially expose people to or generate noise levels in excess of standards in the proposed Plan, State of California Building Code, and San Benito County.

The proposed Plan includes the following policies and programs in order to mitigate these potential impacts:

Policy N 1.1.1

San Juan Bautista shall avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, and health centers.

Program N 1.1.1.1

Protect noise sensitive land uses through the use of discretionary review procedures such as conditional use permits.

Policy LU 2.6.1

Reduce conflicts between incompatible land uses.

Program LU 2.6.1.1

Introduce transitional uses or spaces between conflicting uses (e.g. multifamily between single family and commercial, park/open space areas, etc.).

Program LU 2.6.1.2

Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).

Policy LU 4.1.2

Identify and diversify land uses compatible with mixed use land use patterns.

Program LU 4.1.2.1

Pursue regulatory and investment strategies that promote a healthy mix of uses (e.g., retail, residential, office, and public facilities).

Policy HE 6.2.3

Improve air and other related environmental quality.

Program HE 6.2.3.1

Work with regulatory agencies to monitor and enforce noise standards.

Program HE 6.2.3.2

Prevent and mitigate transportation related noise impacts on residential and sensitive uses.

Applicable Regulations

State of California Building Code

San Benito County General Plan

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

NOISE-2 The proposed Plan **would potentially** expose people to, or generate, excessive ground-borne vibration or ground-borne noise levels.

According to the FTA, a significant impact would occur if the Plan would result in frequent exceedance of the criteria presented in Table 4.12-5. The thresholds that apply to residences and buildings are 72 VdB for frequent events (more than 70 events per day), 75 VdB for occasional events (30 to 70 events per day), and 80 VdB for infrequent events (less than 30 events per day) (FTA, 2011). Most ground-borne vibration and noise levels in San Juan Bautista are associated with vehicular traffic. The proposed Plan recommends development of residential land uses in portions of the planning area where known vibration sources exist, primarily along SR 156. Mitigation of noise level exposure to sensitive land uses would mitigate vibrations levels as well. Additionally, the County requires individual projects complete environmental reviews, which will further assess vibration expectations on a project-specific level.

The proposed Plan includes the following policies and programs which would attempt to mitigate these potential impacts:

Policy N 1.1.1

San Juan Bautista shall avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, and health centers.

Program N 1.1.1.1

Protect noise sensitive land uses through the use of discretionary review procedures such as conditional use permits.

Policy N 1.2.1

All interior noise levels for new development will be no greater than 45 dB and all exterior noise levels will be mitigated to a normally acceptable noise level as displayed in Table 9.1 (maximum allowable noise exposure by land use).

Program N 1.2.1.1

Require new development along State Route 156 to mitigate noise impacts to the acceptable range shown in Table 4.12-5.

Program N 1.2.1.2

Maintain and enforce 55 mile per hour speeds on State Route 156 when approaching City limits.

Program N 1.2.1.3

Implement traffic calming devices on State Route 156 and City streets to slow traffic speeds.

Applicable Regulations

Federal Transit Administration

San Benito County General Plan

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

NOISE-3 The proposed Plan **would potentially** increase ambient noise levels substantially and permanently in the project vicinity above levels existing without the project.

The proposed Plan would have significant impacts if its implementation would result in a substantial permanent increase in ambient noise levels within the project vicinity that is above noise levels currently existing. In order to analyze the impacts of the proposed Plan, this analysis examined both stationary and mobile noise sources. As previously identified, there is one gas station, the KNK Valero located on Muckelemei Street, which is considered a stationary source of noise based on its auto service facilities. Additionally, grocery stores like Windmill Market, Bear Flag Gallery Mall, Neil's San Juan Super Market, and Baler's Market are stationary noise sources located within the City. Map 4.12-6 shows the location of noise sources by land use within the City of San Juan Bautista's limits. Furthermore, the community has identified motorcycles traveling on SR 156 and conjugating near bars on The Alameda/Third Street, freight trucks on SR 156, and chickens throughout town to be most significant mobile sources of noise.

State Route 156 and The Alameda/Third Street have been identified as the major sources of noise in the City. Future developments under the proposed Plan would lead to an increase in traffic along roadways over time, which has the potential to cause an increase in ambient noise levels above what they would be without the Plan. Sensitive noise areas gradually become affected by increases in traffic noise. According to CEQA, "a substantial increase" is required to cause a significant environmental impact. Accordingly, an increase of 3 dBA, Ldn is considered substantial in noise sensitive areas along roadways in San Juan Bautista. Growth expected by 2035 in San Juan Bautista and San Benito County will increase traffic levels on SR 156. Traffic noise levels along SR 156 are projected to increase by 0 to 2 dBA, Ldn. Concurrently, The Alameda/Third Street (SR 156 to San Juan Hollister Road segment) is projected to experience increased traffic volumes resulting in a 8 dBA, Ldn noise increase by 2035 (Illingworth & Rodkin, 2012). Noise impacts resulting from the proposed Plan were assessed by comparing existing and projected noise levels shown in Maps 4.12-3 and 4.12-4.

Implementation of the proposed Plan would result in a significant noise impact at sensitive land uses along the roadway segments listed above. The proposed Plan includes the

following policies and programs which would mitigate these potential impacts to a less than significant level:

Policy N 1.2.1

All interior noise levels for new development will be no greater than 45 dB and all exterior noise levels will be mitigated to a normally acceptable noise level as displayed in Table 9.1 (maximum allowable noise exposure by land use).

Program N 1.2.1.1

Require new development along State Route 156 to mitigate noise impacts to the acceptable range shown in Table 4.12-5.

Program N 1.2.1.2

Maintain and enforce 55 mile per hour speeds on State Route 156 when approaching City limits.

Program N 1.2.1.3

Implement traffic calming devices on State Route 156 and City streets to slow traffic speeds.

Policy N 1.3.1

Adopt regulations that limit public exposure to noise from motorcycles and other vehicles.

Program N 1.3.1.1

Adopt a noise ordinance that designates appropriate hours for motorcycles to limit excessive noise during nighttime and daytime hours.

Program N 1.3.1.2

Designate free motorcycle parking at the edge of town to limit community exposure to excessive noise generated by motorcycles.

Program N 1.3.1.3

Introduce metered parking in the downtown.

Program N 1.3.1.4

Implement traffic calming devices on City streets to slow traffic speeds.

Applicable Regulations:

California Department of Transportation

State of California Building Code

San Benito County General Plan

Draft San Juan Bautista 2035 General Plan

Significance Before Mitigation: Potentially Significant

NOISE-4 Construction-related noise **would not** substantially increase temporary or periodic ambient noise levels in the project vicinity above levels existing without the project.

The proposed Plan supports construction of new projects within the planning area since new land use designations have been established. Future residential development is concentrated in the four distinct focal areas. Particularly, the proposed Plan proposes to add medium-density residential housing and create open space near the area to be vacated when the wastewater treatment plant is relocated outside City limits. The proposed plan would accommodate a range of housing types, including mixed-use housing with diverse densities along Muckelemy Street through the downtown corridor, low-density infill residential units, and a high-density residential mobile home park south of SR 156.

Construction sites typically involve an increase in ambient noise levels, particularly during demolition and infrastructure replacement phases. During construction, various activities that can cause unwanted sounds levels and vibration depend on several factors. The highest construction-related ground-borne noise and vibration levels are typically generated from pile driving and compaction equipment. Additionally, the California Department of Transportation (Caltrans) has adopted guidance for construction vibrations, and this guidance is used in this analysis to address construction vibrations as it applies to residential and modern industrial/commercial buildings designed to engineering standards and conservation limits for historic buildings, ruins, and ancient monuments. Table 4.12-7 shows typical construction equipment and corresponding noise levels.

Most ambient noise levels are associated with either construction or vehicular traffic. Residences and business located adjacent to new development sites would likely be affected by construction noise. According to criteria from the California Office of Planning and Research (OPR) and adopted by the proposed Plan, a significant impact would occur if the Plan would result in an ongoing exceedance of the criteria presented in Table 4.12-5. Construction noise impacts generally result during noise sensitive times of day: early morning, evening, or nighttime hours. Program N 1.4.1.1 places restrictions on hours of construction activity when issuing construction permits. As a result, this analysis has identified construction related noise impacts resulting from the proposed Plan as being less than significant.

Table 4.12-7 Construction Equipment and Corresponding Noise Levels

Equipment	Typical Noise Level (dBA) 50 ft. from Source
Air Compressor	81
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane Derrick	88
Crane Mobile	83
Dozer	85
Generator	81
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	85
Paver	89
Pile Driver (Impact)	101
Pile Driver (Sonic)	96
Pneumatic Tool	85
Pump	76
Rail Saw	90
Rock Drill	98
Roller	74
Saw	76
Scarifier	83
Scraper	89
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	88

Source: Federal Transportation Administration (FTA) Construction Equipment Noise Emission Levels 2011

The proposed Plan includes the following policies and programs which would mitigate these potential impacts to a less than significant level:

Policy N 1.4.1

Adopt regulations that limit construction activity to daylight hours.

Program N 1.4.1.1

Require restrictions on hours of construction activity when issuing construction permits.

Policy N 1.4.2

Adopt regulations that require advance notice of major events to the public.

Program N 1.4.2.1

Require noise permits for events that may result in excessive noise.

Applicable Regulations

California Department of Transportation

San Benito County General Plan

San Juan Bautista General Plan Proposed

Significance Before Mitigation: Less-than-significant

NOISE-5 The proposed Plan **would not** expose people residing or working in the vicinity of the plan area to excessive aircraft noise levels, 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.

There are no airports or airport land use plans within the area of influence of the proposed Plan. As a result, implementation of the plan would not result in exposure of people residing or working in the vicinity of the plan area to excessive aircraft noise levels.

Significance Before Mitigation: No impact

NOISE-6 The proposed Plan **would not** expose people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.

There are no private airstrips or airstrip land use plans within the area of influence of the proposed Plan. As a result, implementation of the plan would not result in the exposure of

people to excessive noise levels residing or working in the project area within the vicinity of a private airstrip.

Significance Before Mitigation: No Impact

4.12.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

NOISE	The proposed Plan would potentially substantially and permanently increase ambient noise levels in the project vicinity above levels existing without the project.
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Mitigation NOISE-a

Require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the “normally acceptable” level as shown in Table 4.12-5.

Mitigation NOISE-b

Avoid approving new developments which place sensitive land uses near noise generators.

Mitigation NOISE-c

Avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, residential land-uses, and health centers.

Mitigation NOISE-d

Necessitate the use of noise barriers to lower noise readings to a less than significant level as defined in Table 4.12-5.

Mitigation NOISE-e

Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 4.12-5 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 4.12-5 at existing noise sensitive areas in the project vicinity. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 4.12-5 at the property line of the generating use in anticipation of the future residential development

Significance After Mitigation: Less-than-significant

Noise References

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4.13 POPULATION & HOUSING

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This chapter describes the existing environmental and regulatory setting with respect to the population and employment characteristics of the San Juan Bautista Planning Area. Additionally, it analyzes the potential environmental impacts that would arise from growth in population, housing, and employment resulting from implementation of the City of San Juan Bautista 2035 General Plan.

4.13.1 ENVIRONMENTAL SETTING

The environmental and regulatory setting of the City of San Juan Bautista with respect to population and housing is described in the Population and Housing chapter, Section 4.13, of the proposed Plan. California law requires that a General Plan housing element be updated every five years and approved by the Department of Housing and Community Development (HCD). Population and housing conditions are described in detail in the

2009-2014 City of San Juan Bautista Housing Element, including an assessment of current and projected housing needs for all economic segments of the community. The Housing Element environmental impact report covers:

- **Population Trends:** Analysis of the City's demographic characteristics of population
- **Housing Characteristics:** Review of housing stock, household income and affordability
- **Constraints to Meeting Needs:** Potential market, governmental, and environmental constraints to meeting housing needs
- **Inventory of Sites for Housing Needs:** Evaluation of specific resources to address housing needs

4.13.1.1 REGULATORY FRAMEWORK

The Housing Element of the general plan is one of several elements that is required by the California Department of Housing and Community Development. The DHCD also determines the regional housing need allocation through the regional housing needs allocation (RHNA) process. The California State Legislature identifies the attainment of a decent home and suitable living environment for every resident as the State's major housing goal. Recognizing the important role of local planning programs in pursuing this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive general plan. Section 65302(c) of the Government Code sets forth the specific components to be contained in a community's housing element.

State law requires that the housing element be updated every five years and subject to state review. The current San Juan Bautista Housing Element covers the 2009-2014 planning period. Housing Element law requires "local governments to adequately plan to meet their existing and projected housing needs including their share of the regional housing need" (State of California, 2003). The housing element of the general plan requires local governments to prioritize needs created by population growth over other competing local interests. Therefore, the housing law recognizes that most critical decisions regarding housing development happen at the local level, within the context of the periodically updated general plan.

State Regulations

Office of Planning and Research

State of California General Plan Guidelines 2003.

The Office of Planning and Research (OPR) General Plan Guidelines (2003) provide guidance to cities and counties in the preparation of their local general plans. According to the OPR Guidelines, the housing element is subject to statutory requirements and must be updated every five years. The statutory requirements include quantifying projected

housing needs, review and revision of housing needs every five years, a description of how diligent efforts were made to achieve public participation from all segments of the population, and an assessment of resources and constraints. OPR Guidelines emphasize the importance of adequate housing for low-income persons.

Local Regulations

The Council of San Benito County Governments (SBCOG)

The Council of San Benito County Governments (SBCOG) is the governing agency for the San Benito County region. SBCOG determines the existing and projected housing needs for its region (Government Code Section 665580 ET. Seq.). The Regional Housing Needs Allocation (RHNA) pursuant to California Government Code 65584 requires that SBCOG determine the portion (of local housing need) allocated to each jurisdiction within the region, as estimated by the State of California Department of Housing and Community Development (HCD).

San Benito County

Regional Housing Need Allocation (2014)

State law requires that counties and cities prepare and implement a housing element which will move toward attainment of the state's housing goal (CA 65581(c)). A locality's share of housing is referred to as the Regional Housing Need Allocation (RHNA). A jurisdiction's specific RHNA number is crucial, because State law requires that jurisdictions provide sufficient land to accommodate a variety of housing opportunities for the housing needs of Californians of all economic levels. The number of housing units is expected to meet or exceed a jurisdiction's share of the regional housing need allocation.

The Council of San Benito County Governments is the regional planning agency responsible for calculating RHNA numbers for individual jurisdictions in San Benito County, including the City of San Juan Bautista. San Juan Bautista's RHNA is 49 new units for the 2009-2014 planning period (San Benito Council of Governments, 2008).

Association of Monterey Bay Area Governments

Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Infrastructure

The Association of Monterey Bay Area Governments' (AMBAG) 'Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Infrastructure', (the Blueprint) covers the communities of Monterey, San Benito, and Santa Cruz County. The Blueprint focuses on meeting the growth challenges of the next 25 years through sustainably expanding housing and transportation choices. The Blueprint presents a vision, through the year 2035, designed to accommodate future growth by concentrating on several general goals:

- Evaluate current trends regarding the distribution of population and employment in comparison with improving mobility and accessibility, reducing greenhouse gas emissions, providing housing and employment opportunities, and protecting natural and cultural resources.

- Develop a preferred growth scenario that maximizes the achievement of these outcomes while retaining the autonomy of local jurisdictions.
- Use the preferred growth scenario as a basis for SB 375's Sustainable Communities Strategy, which will be used to inform regional transportation plans and be a platform for future regional housing needs and housing elements.

The Blueprint anticipates developing its preferred growth scenario as a basis for SB 375's Sustainable Communities Strategy. The Blueprint also outlines AMBAG's planning methodology, which includes scenario planning to: improve walkability; conduct public outreach; and evaluate VMT components, trends, pricing, alternative modes of transportation, and the impact of enterprise zones on jobs and distribution of household income. However, the Blueprint does not specify exactly where the population growth is expected.

In 2014, AMBAG adopted the Metropolitan Transportation Plan and the Sustainable Communities Strategy (MTP/SCS). The MTP/SCS outlines a 25 year plan of transportation plans that will enhance regional mobility and reduce GHG emissions. The plan also includes the most up to date regional growth forecasts outlined in table 4.13.1.

Table 4.13-1 Regional Blueprint Population Projections

	2010	2020	2025	2030	2035
Monterey County	415,057	447,516	463,884	479,487	495,086
San Benito County	55,269	73,103	75,604	78,418	81,332
Santa Cruz County	262,382	279,381	287,512	298,095	308,582

Source: AMBAG 2035 Regional Blueprint

Table 4.13-2 shows the Blueprint's employment projections for the county in comparison to its regional counterparts (U.S. Census, 2010).

Table 4.13-2 Regional Blueprint Employment Projections for the Monterey Bay Area

	2005	2010	2015	2020	2025	2030	2035
Monterey County	193,110	196,430	203,660	211,160	218,830	226,780	235,460
San Benito County	16,910	17,380	18,090	19,050	19,970	20,980	21,700
Santa Cruz County	116,320	115,070	120,800	126,870	133,350	140,160	147,460

Source: AMBAG 2035 Regional Blueprint

The Blueprint serves as an “advisory document intended to provide a regional policy framework for planners and policy makers in the communities of the Monterey Bay Area.” The Blueprint provides findings and suggestions, but it is at the discretion of local jurisdictions to implement any land use changes and future housing and infrastructure investment decisions.

City of San Juan Bautista

Housing Element 2009-2014

The City of San Juan Bautista's 2009-2014 Housing Element was adopted in 2014 and approved by the California Department of Housing and Community Development for compliance with State Housing Law for the 2009-2014 fourth planning cycle. The Housing Element describes the goals and objectives for housing in San Juan Bautista. It delineates San Juan Bautista's housing characteristics, population trends, employment trends, housing needs in accordance with RHNA, available sites for housing, potential challenges for housing development, and housing goals and policies.

The goals of the housing element are to:

- Improve, conserve, and preserve safe affordable housing to meet the needs of all residents.
- Expand and protect housing opportunities for all economic segments and special needs groups within the community.
- Provide housing opportunity for San Juan Bautista's share of the regional housing need for all income groups.
- Where appropriate, mitigate unnecessary governmental constraints to the maintenance, improvement, and development of housing.

- Ensure fair and equal housing opportunity for all persons regardless of race, religion, sex, marital status, family type, ancestry, national origin, color, or other protected status.

4.13.1.2 EXISTING CONDITIONS

This section describes San Juan Bautista's existing housing, population, and employment conditions. Data from the US Census Bureau's 2010 Census provides the most up-to-date and complete demographic profile of San Juan Bautista. The 2014 San Benito County Regional Housing Needs Allocation Plan represents the most recent housing projections for San Juan Bautista.

Population

The 2010 Census showed that the population of San Juan Bautista was 1,862. Compared to the previous Census, in 2000, the population of San Juan Bautista increased by 20.2 percent, growing from 1,549 to 1,862 persons (Draft San Juan Bautista 2035 General Plan, 2014). In 2010, 67 percent of San Juan Bautista's population was over the age of 24, with the median age of the San Juan Bautista at approximately 38 years (US Census Bureau, 2010). The average household size of San Juan Bautista was 2.73 people in 2010, substantially lower than the San Benito County average of 3.3 persons per household (San Juan Bautista Housing Element Update, 2014). The 2010 Census indicated that 70.3 percent of households were family households while 29.7 percent were non-family households in San Juan Bautista (US Census Bureau, 2010). Of the 29.7 percent non-family households in San Juan Bautista, 23.1 percent lived alone (US Census, 2010). The AMBAG 2014 Regional Growth Forecast indicated that San Juan Bautista will have an estimated population of 1,999 by 2020, a 7 percent increase from the 2010 Census. In addition, the population of San Juan Bautista is expected to increase by 13 percent by the year 2035, as shown in Table 4.13-3 below.

Table 4.13-3 Population Projections

Year	Population
2010	1,862
2015	1,935
2020	1,999
2025	2,050
2030	2,086
2035 ¹	2,105
2035 ²	3,175

1- By 2035, San Juan Bautista will need 167 additional housing units to meet its estimated natural population growth. This value was calculated according to the State of California guidelines. This method determines growth by analyzing current birth, death, emigration, and immigration rates, and reflects them in 5 year age cohorts.

2- The Department of Housing and Community Development (HCD) mandates that San Juan Bautista accommodate housing at a 3 percent annual growth rate to support housing needs in the region, caused chiefly by job growth outside of the region in the Silicon Valley (AMBAG, 2014). This would drastically increase the number of housing units needed in the City to 560 by 2035 with commensurate increase in population above the projection based on natural growth. This is the growth expectation accommodated in the plan.

Source: San Juan Bautista 2035 General Plan, 2014

Housing

The 2006-2010 American Community Survey (ACS) estimated that the City of San Juan Bautista had a total of 745 housing units in 2010. The ACS estimated that the City of San Juan Bautista's housing occupancy rate was 91.4 percent in 2010, with a vacancy rate of 8.6 percent. The City's most common housing type is the single family home, as demonstrated in Table 4.13-4 (City of San Juan Bautista Housing Element Update, 2014).

Table 4.13-4 Housing Units by Structure Type, 1990-2013

	1990	1995	2000	2013
Total housing units	609	621	616	658
1-unit, detached	384	396	413	429
1-unit, attached	28	28	70	18
2-4 units	43	43	57	84
Mobile home	83	83	14	16

Source: City of San Juan Bautista Housing Element Update (2014)

The 2000 Census shows a 69 unit decrease in mobile home units because they served as vacation units, but were not included in the City's housing stock inventory.

The median home value in San Juan Bautista increased from \$188,700 in 1990 to \$265,100 in 2000, a 40 percent increase. This is similar to the rate of increase that San Benito County experienced as whole, with home prices increasing from \$206,600 to \$284,000 over the same period of time. While median home value increased, median rents increased as well. Rent rose from \$496 in 1990 to \$806 in 2000, a 62 percent increase.

With regards to housing affordability, the average household would need to earn at least \$68,000 to afford a home in the City of San Juan Bautista (City of San Juan Bautista Housing Element Update, 2014). This is generally considered high for most San Juan

households, but is attractive to would-be homebuyers from neighboring Santa Clara or Monterey counties. Table 4.13-5 shows the distribution of home values in San Juan Bautista homes.

Table 4.13-5 Distribution of Home Values in 2000

Value	San Juan Bautista		San Benito County	
	Number	Percent	Number	Percent
Less than \$50,000	5	2%	27	0%
\$50,000 to \$99,999	4	1%	87	1%
\$100,000 to \$149,000	2	1%	283	3%
\$150,000 to \$199,999	38	14%	963	10%
\$200,000 to \$299,999	141	50%	3,983	43%
\$300,000 to \$499,999	89	32%	3,167	34%
\$500,000 to \$999, 999	2	1%	840	9%
Total	281	100%	9,350	100%

Source: City of San Juan Bautista Housing Element Update (2014)

The age of existing housing stock is also a factor in the current condition of housing in San Juan Bautista. According to the Draft City of San Juan Bautista 2035 General Plan, about 1.3 percent of housing units were found to be in bad condition. (San Juan Bautista 2035 General Plan, 2013). The Census shows that about 43 percent of the City's housing stock was built before 1940, higher than most cities in California, suggesting a need for rehabilitation. General observations of housing condition included exterior deterioration and disheveled outbuildings. Table 4.13-6 shows the age of housing units in San Juan Bautista.

Table 4.13-6 Age of Housing Units in San Juan Bautista, 2010

Year Structure Built	Estimate	Percent
Built 2005 or later	27	4.6%
Built 2000 or 2004	6	1.0%
Built 1990 or 1999	106	18.1%
Built 1980 or 1989	62	10.6%
Built 1970 or 1979	116	19.8%
Built 1960 or 1969	76	13.0%
Built 1950 or 1959	35	6.0%
Built 1940 or 1949	52	8.9%
Built 1939 or earlier	106	18.1%
Total housing units	586	100%

Source: City of San Juan Bautista Housing Element Update (2014)

The population in San Juan Bautista is projected to increase by 243 persons and approach an estimated population of 2,105 persons by 2035. To accommodate this growth, the City

will require an additional 167 housing units plus 3 percent annual housing growth, which equates to a total of 560 housing units. This housing need can be met through the reoccupation of existing vacant units, redevelopment of existing units in “bad” condition, and construction of additional units.

Employment

According to the 2010 US Census, there are about 1,110 employable people in San Juan Bautista, with 65.4 percent employed and 9.5 percent unemployed, paralleling the County’s 10.3 percent unemployment rate. Historically, this region has had some of the highest unemployment rates in California. Based on the average job to labor force ratio in San Juan Bautista from 2009 to 2011, there will need to be an addition of 95 jobs by 2035 to accommodate population growth. The largest employment sectors in San Juan Bautista are agriculture, service and retail, office, industrial, and other.

The labor force in agriculture is traditionally challenging to measure as farm workers are typically categorized as either permanent, seasonal, or migrant workers. Permanent farm workers are usually working full-time all year with the same employer, while seasonal farm workers work about 150 days a year, or less, and earn half of their income from farm work. Migrant farm workers typically travel to do farm work. Migrant workers often live in overcrowded and substandard housing conditions. A portion of farm workers may also be undocumented foreign workers who work seasonally. According to the San Benito County General Plan for 2013, there were about 625 farms in 2007. Since there are more farm workers than non-farm workers, this indicates a greater number of single-person farm worker households in San Benito County. Future strategies to develop more housing should accommodate this segment of the labor force.

The labor force population and available jobs within San Juan Bautista and the associated ratios are displayed below in Table 4.13-7. The jobs-labor-force ratio is a measure of San Juan Bautista’s labor market conditions. It measures the proportion of San Juan Bautista’s working-age-population (15 to 64) that is employed. The ratio evaluates the ability of the local economy to create jobs. San Juan Bautista’s decreasing ratio shows the local labor market’s conditions. However, this ratio does not measure specific labor conditions, including the black market work force, which can include seasonal and migrant farm worker roles.

Table 4.13-7 City of San Juan Bautista Jobs-to-Labor-Ratio Force, 2009-2011

Year	Labor Force	Total Jobs	Ratio (Jobs/Labor Force)
2009	977	488	0.49
2010	991	375	0.37
2011	1127	393	0.34
Average Ratio			0.40

Source: City of San Juan Bautista Housing Element Update (2014)

4.13.2 STANDARDS OF SIGNIFICANCE

4.13.2.1 CEQA THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, Section XIII, Population and Housing, the following criteria have been established in order to evaluate the significance of potential impacts on population and housing. The implementation of the San Juan Bautista 2035 General Plan would result in a significant population and housing impact if it would:

1. 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);
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

4.13.2.2 METHODOLOGY

The evaluation methodology for population and housing impacts includes a review of existing population estimates and housing conditions affected by the implementation of the San Juan Bautista 2035 General Plan. The proposed San Juan Bautista 2035 General Plan guides the future development and replacement of existing housing. The projected changes will affect the existing housing stock and population. The evaluation also determines whether the goals and policies in the 2035 Plan promote responsible growth within the county and the extent to which the Plan accommodates future development in an efficient and compatible manner with the County and surrounding communities. The population and housing impacts evaluation is based on the CEQA assessment criteria.

4.13.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related to population and housing.

POP-1 The proposed Plan **may potentially** induce substantial population growth either directly, by proposing new homes and business, or indirectly, through extension of roads and other infrastructure.

The Implementation of the proposed San Juan Bautista 2035 General Plan would lead to increased urban development due to increases in land available for residential and employment growth in the City. The Plan contains goals, objectives, policies, and programs addressing long-term housing needs to provide an adequate supply of housing on limited vacant acreage while acknowledging the surrounding geography and maintaining the quaint and historic atmosphere of San Juan Bautista. Therefore, the City of San Juan Bautista 2035 General Plan would be considered growth inducing, and would result in a potentially significant impact.

This evaluation of growth inducement is based on a quantitative analysis of increases in population and employment, and the land necessary to accommodate such uses resulting under the San Juan Bautista 2035 General Plan. Growth projections are compared to the demand for housing and employment projected by state and regional agencies. The Plan projects the need for additional adequate housing to accommodate a natural growth to 2,105 persons by year 2035.

CEQA Guidelines Section 15126.2(d) requires that an EIR discuss the ways in which population growth can foster economic growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines provide the example of a major expansion of a wastewater treatment plant that may allow for more construction within the City. The CEQA Guidelines also state that the evaluation of growth inducement should consider the characteristics of projects and development that may encourage or facilitate other activities that could significantly affect the environment.

Direct growth consists of activities that directly facilitate population growth. The construction of new dwelling units is considered an activity that directly results in population growth.

San Juan Bautista's Housing Plan sets forth the City's policies, programs, and quantified objectives to address the identified housing needs for the 2009-2014 planning period as follows:

Policy HO 1.1.1

Housing and Neighborhood Conservation encourages the conservation and improvement of the housing stock. About 43 percent of the housing stock in San Juan Bautista is 50 years or older, an age when most homes require rehabilitation. The City actively supports neighborhood preservation and upgrading through provisions of housing through code enforcement.

Program HO 1.1.1.1

Encourage homeowners and landlords to maintain properties in sound condition through the City's residential rehabilitation assistance programs and code enforcement efforts.

Program HO 1.1.1.2:

Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods.

Program HO 1.1.1.3:

Encourage citizen involvement in addressing the maintenance and improvement of the housing stock and neighborhood quality.

Program HO 1.1.1.4:

Support housing providers in the acquisition, rehabilitation, and maintenance of older residential properties as long-term affordable housing.

Program HO 1.1.1.5:

Preserve the existing stock of affordable housing, including mobile homes, through City regulations as well as financial and other forms of assistance.

Program HO 1.1.1.6:

Revitalize neighborhoods by addressing substandard housing, investing in public infrastructure, and providing appropriate public services and facilities as financially practicable.

Policy HO 1.1.2:

Since the population of San Juan Bautista is less than 2000 residents, the numbers of persons with housing needs, including seniors, large families, disabled persons, homeless persons, single parent families, and students are relatively small. However, these groups face greater difficulty in finding decent and affordable housing due to special circumstances, such as one's income, family characteristics, disability, or other health issues. The City is committed to addressing the special needs of San Juan Bautista residents.

Program HO 1.2.2.1

Encourage the provision of jobs and housing by annexing areas for new employment opportunities and promoting the City's programs with current and future business owners.

Program HO 1.2.2.2

Continue to support the provision of rental assistance to lower-income households and encourage property owners to list units with the Housing Authority of the County of Santa Cruz.

Program HO 1.2.2.3

Continue to enforce notification requirements for lower income persons displaced due to demolition, reuse, or rehabilitation as a result of code enforcement.

Program HO 1.2.2.4

Support efforts by non-profits to evaluate the needs for transitional and emergency housing in San Juan Bautista, including support of grant applications and assistance in identification of suitable sites.

Program HO 1.2.2.5

Encourage and support, as feasible, non-profit and for-profit agencies that provide supportive services and alternative housing options for persons with special housing needs in San Juan Bautista and San Benito County.

Program HO 1.2.2.6

Support the provision of child care facilities throughout the community.

Policy HO 1.1.3

In San Juan Bautista, housing diversity is important to ensure that all households, regardless of age, income level, and household type, have the opportunity to find housing suited to their lifestyle. This diversity is addressed through a regional housing need assessment

Program HO 1.3.3:1

Encourage the production of housing that meets the needs of all economic segments, including lower-, moderate-, and above moderate-income households, to achieve a balanced community.

Program HO 1.3.3:2

Provide high quality rental and ownership housing opportunities for current and future residents that are affordable to a diverse range of income levels.

Program HO 1.3.3:3

Encourage a variety of housing types to address the needs of farmworkers, including affordable rentals, mobile homes, single room occupancy hotels, manufactured and factory-built housing, and group housing.

Program HO 1.3.3:4

Continue to implement the Inclusionary Housing Ordinance, Density Bonus Ordinance, and other programs as a means of integrating affordable units within new residential development.

Program HO 1.3.3:5

Pursue State, Federal, and other funding sources for housing activities as a means to leverage local funds and maximize assistance.

Program HO 1.3.3.6:

Encourage and support the efforts of non-profit organizations that develop housing affordable to very low-, low-, and moderate-income households.

Program HO 1.3.3.7:

Examine the feasibility of developing quality live/work housing, as appropriate, as a means to provide affordable housing.

Program HO 1.3.3.8:

Ensure that adequate infrastructure, public facilities, water, and services are available or in place to support the development of new housing.

Policy HO 1.1.4:

Under State law, the Housing Element must address, and where legally possible remove, governmental constraints affecting the maintenance, improvement, and development of housing. These policies are designed to mitigate government constraints on housing and facilitate development of housing affordable to low-and moderate-income households, including families, seniors, and persons with special needs.

Program HO 1.4.4.1:

Provide regulatory and/or financial incentives, where appropriate, to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.

Program HO 1.4.4.2:

Implement and enforce residential design guidelines to ensure that the community's expectations are met with respect to the quality and style of housing projects.

Program HO 1.4.4.3:

Provide priority processing to affordable housing projects.

Program HO 1.4.4.4:

Expressly permit and educate the public about secondary units as a means of providing additional affordable housing opportunities.

Program HO 1.4.4.5:

Periodically review City regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitations and/or construction to assess their impact on housing costs, and revise as appropriate.

Program HO 1.4.4.6:

Provide regulatory and financial incentives, as appropriate and financially practicable, to facilitate the development of supportive housing for families with children and other special needs groups.

Program HO 1.4.4.7:

Revise and modernize Title 11, Zoning Ordinance, of the San Juan Bautista Municipal Code to achieve community-wide objectives.

Program HO 1.4.4.8:

Continue to support the incorporation of energy efficient devices in existing housing and utilization of energy efficient designs for new housing.

Policy HO 1.1.5:

Ensure fair and equal housing opportunity for all persons, regardless of race, religion, sex, marital status, family type, ancestry, national origin, color, or other protected status.

Program HO 1.5.5.1:

Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling, or renting of housing on the basis of race, religion, family status, national origin, disability, or other such factors.

Program HO 1.5.5.2:

Continue to support organizations that offer fair housing and mediation services to San Juan Bautista residents.

Program HO 1.5.5.3:

Promote and support, as feasible, housing that meets the special needs of large families, single-parent/female-headed households, families with children, students, elderly persons, homeless persons, farm workers, and the disabled.

Program HO 1.5.5.4:

Encourage the provision of housing adaptable to the physically disabled through integration of universal design features in new development and compliance with Title 24 of the California Health and Safety Code.

Applicable regulations:

None

Significance Before Mitigation: less-than-significant

POP-2 The proposed Plan **would not** displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.

The proposed Plan would have a significant environmental impact if the project would displace a substantial number of existing housing, necessitating the construction of replacement elsewhere. Population growth under the Proposed Plan would require 167 housing units plus 3 percent annual housing growth, which equals to a total of 560 housing units. This housing need can be met through the reoccupation of existing vacant units, redevelopment of existing units in “bad” condition, and developing additional units. This plan does not necessitate the displacement of existing housing units, but rather encourages the conservation and improvement of the existing housing stock.

Policy HO 1.1.1

Housing and Neighborhood Conservation encourages the conversion and improvement of the housing stock. About 43 percent of the housing stock in San Juan Bautista is 50 years or older, an age when most homes require rehabilitation. The City actively supports neighborhood preservation and upgrading through provisions of housing through code enforcement.

Program HO 1.1.1.1

Encourage homeowners and landlords to maintain properties in sound condition through the City’s residential rehabilitation assistance programs and code enforcement efforts.

Program HO 1.1.1.2:

Continue to preserve and maintain the City’s historical and architecturally significant buildings and neighborhoods.

Program HO 1.1.1.3:

Encourage citizen involvement in addressing the maintenance and improvement of the housing stock and neighborhood quality.

Program HO 1.1.1.4:

Support housing providers in the acquisition, rehabilitation, and maintenance of older residential properties as long-term affordable housing.

Program HO 1.1.1.5:

Preserve the existing stock of affordable housing, including mobile homes, through City regulations as well as financial and other forms of assistance.

Program HO 1.1.1.6:

Revitalize neighborhoods by addressing substandard housing, investing in public infrastructure, and providing appropriate public services and facilities as financially practicable.

Policy HO 1.1.2:

Since the population of San Juan Bautista is less than 2000 residents, the numbers of persons with housing needs, including seniors, large families, disabled persons, homeless persons, single parent families, and students, among others, are relatively small. However, these groups face greater difficulty in finding decent and affordable housing due to special circumstances, such as one's income, family characteristics, disability, or other health issues. The City is committed to addressing the special needs of San Juan Bautista residents.

Program HO 1.2.2:1

Encourage the provision of jobs and housing by annexing areas for new employment opportunities and promoting the City's programs with current and future business owners.

Program HO 1.2.2:2

Continue to support the provision of rental assistance to lower-income households and encourage property owners to list units with the Housing Authority of the County of Santa Cruz.

Program HO 1.2.2:3

Continue to enforce notification requirements for lower income persons displaced due to demolition, reuse, or rehabilitation as a result of code enforcement.

Program HO 1.2.2:4

Support efforts by non-profits to evaluate the needs for transitional and emergency housing in San Juan Bautista, including support of grant applications and assistance in identification of suitable sites.

Program HO 1.2.2:5

Encourage and support, as feasible, non-profit and for-profit agencies that provide supportive services and alternative housing options for persons with special housing needs in San Juan Bautista and San Benito County.

Program HO 1.2.2:6

Support the provision of child care facilities throughout the community.

Policy HO 1.1.3:

In San Juan Bautista, housing diversity is important to ensure that all households, regardless of age, income level, and household type, have the opportunity to find housing suited to their lifestyle. This diversity is addressed through a regional housing need assessment.

Program HO 1.3.3:1

Encourage the production of housing that meets the needs of all economic segments, including lower-, moderate-, and above moderate-income households, to achieve a balanced community.

Program HO 1.3.3:2

Provide high quality rental and ownership housing opportunities for current and future residents that are affordable to a diverse range of income levels.

Program HO 1.3.3:3

Encourage a variety of housing types to address the needs of farmworkers, including affordable rentals, mobile homes, single room occupancy hotels, manufactured and factory-built housing, and group housing.

Program HO 1.3.3:4

Continue to implement the Inclusionary Housing Ordinance, Density Bonus Ordinance, and other programs as a means of integrating affordable units within new residential development.

Program HO 1.3.3:5

Pursue State, Federal, and other funding sources for housing activities as a means to leverage local funds and maximize assistance.

Program HO 1.3.3:6:

Encourage and support the efforts of non-profit organizations that develop housing affordable to very low-, low-, and moderate-income households.

Program HO 1.3.3:7:

Examine the feasibility of developing quality live/work housing, as appropriate, as a means to provide affordable housing.

Program HO 1.3.3.8:

Ensure that adequate infrastructure, public facilities, water, and services are available or in place to support the development of new housing.

Policy HO 1.1.4:

Under State law, the Housing Element must address and, where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. These policies are designed to mitigate government constraints on housing and facilitate development of housing affordable to low- and moderate-income households, including families, seniors, and persons with special needs.

Program HO 1.4.4.1:

Provide regulatory and/or financial incentives, where appropriate, to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.

Program HO 1.4.4.2:

Implement and enforce residential design guidelines to ensure that the community's expectations are met with respect to the quality and style of housing projects.

Program HO 1.4.4.3:

Provide priority processing to affordable housing projects.

Program HO 1.4.4.4:

Expressly permit and educate the public about secondary units as a means to provide additional affordable housing opportunities.

Program HO 1.4.4.5:

Periodically review City regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitations and/or construction to assess their impact on housing costs, and revise as appropriate.

Program HO 1.4.4.6:

Provide regulatory and financial incentives, as appropriate and financially practicable, to facilitate the development of supportive housing for families with children and other special needs groups.

Program HO 1.4.4.7:

Revise and modernize Title 11, Zoning Ordinance, of the San Juan Bautista Municipal Code, to achieve community-wide objectives.

Program HO 1.4.4.8:

Continue to support the incorporation of energy efficient devices in existing housing and utilization of energy efficient designs for new housing.

Policy HO 1.1.5:

Ensure fair and equal housing opportunity for all persons regardless of race, religion, sex, marital status, family type, ancestry, national origin, color, or other protected status.

Program HO 1.5.5.1:

Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling, or renting of housing on the basis of race, religion, family status, national origin, disability, or other such factors.

Program HO 1.5.5.2:

Continue to support organizations that offer fair housing and mediation services to San Juan Bautista residents.

Program HO 1.5.5.3:

Promote and support, as feasible, housing that meets the special needs of large families, single-parent/female-headed households, families with children, students, elderly persons, homeless persons, farm workers, and the disabled.

Program HO 1.5.5.4:

Encourage the provision of housing adaptable to the physically disabled through integration of universal design features in new development and compliance with Title 24 of the California Health and Safety Code.

Applicable regulations:

San Benito County Section 8 Rental Assistance

Significance Before Mitigation: Less-than-significant

POP-3	The proposed plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
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The proposed Plan would have a significant environmental impact if it directly or indirectly required the displacement of a substantial number of people, necessitating the construction of replacement housing elsewhere. Such displacements could result if low income or special needs populations were displaced as a result of development under the Plan, requiring the construction of replacement housing to accommodate them elsewhere. As shown in Table 4.13-3 Population Projections, the proposed Plan is anticipated to accommodate the population growth from 1,862 to 3,175 people and result in an additional 15 units per acre for 3.84 acres by 2035.

This Plan would not displace a substantial number of people because there are housing units available, which require rehabilitation, but would be suitable for occupancy by 2035. Additionally, the Plan allows for mixed-use development, which would add 15 units per acre for 3.84 acres of available developable land in San Juan Bautista. The following policies and programs help to ensure that adequate provisions of housing sites for seniors, persons with disabilities, and lower income households are met.

Policy HO 1.1.1

Housing and Neighborhood Conservation encourages the conversion and improvement of the housing stock. About 43 percent of the housing stock in San Juan Bautista is 50 years or older, an age when most homes require rehabilitation. The City actively supports neighborhood preservation and upgrading through provisions of housing through code enforcement.

Program HO 1.1.1.1:

Encourage homeowners and landlords to maintain properties in sound condition through the City's residential rehabilitation assistance programs and code enforcement efforts.

Program HO 1.1.1.2:

Continue to preserve and maintain the City's historical and architecturally significant buildings and neighborhoods.

Program HO 1.1.1.3:

Encourage citizen involvement in addressing the maintenance and improvement of the housing stock and neighborhood quality.

Program HO 1.1.1.4:

Support housing providers in the acquisition, rehabilitation, and maintenance of older residential properties as long-term affordable housing.

Program HO 1.1.1.5:

Preserve the existing stock of affordable housing, including mobile homes, through City regulations as well as financial and other forms of assistance.

Program HO 1.1.1.6:

Revitalize neighborhoods by addressing substandard housing, investing in public infrastructure, and providing appropriate public services and facilities as financially practicable.

Policy HO 1.1.2:

Since the population of San Juan Bautista is less than 2000 residents, the numbers of persons with housing needs, including seniors, large families, disabled persons, homeless persons, single parent families, and students, among others, are relatively small. However, these groups face greater difficulty in finding decent and affordable housing due to special circumstances, such as one's income, family characteristics, disability, or other health issues. The City is committed to addressing the special needs of San Juan Bautista residents.

Program HO 1.2.2:1

Encourage the provision of jobs and housing by annexing areas for new employment opportunities and promoting the City's programs with current and future business owners.

Program HO 1.2.2:2

Continue to support the provision of rental assistance to lower-income households and encourage property owners to list units with the Housing Authority of the County of Santa Cruz.

Program HO 1.2.2:3

Continue to enforce notification requirements for lower income persons displaced due to demolition, reuse, or rehabilitation as a result of code enforcement.

Program HO 1.2.2:4

Support efforts by non-profits to evaluate the needs for transitional and emergency housing in San Juan Bautista, including support of grant applications and assistance in identification of suitable sites.

Program HO 1.2.2:5

Encourage and support, as feasible, non-profit and for-profit agencies that provide supportive services and alternative housing options for persons with special housing needs in San Juan Bautista and San Benito County.

Program HO 1.2.2:6

Support the provision of child care facilities throughout the community.

Policy HO 1.1.3:

In San Juan Bautista, housing diversity is important to ensure that all households, regardless of age, income level, and household type, have the opportunity to find

housing suited to their lifestyle. This diversity is addressed through a regional housing need assessment.

Program HO 1.3.3:1

Encourage the production of housing that meets the needs of all economic segments, including lower-, moderate-, and above moderate-income households, to achieve a balanced community.

Program HO 1.3.3:2

Provide high quality rental and ownership housing opportunities for current and future residents that are affordable to a diverse range of income levels.

Program HO 1.3.3:3

Encourage a variety of housing types to address the needs of farmworkers, including affordable rentals, mobile homes, single room occupancy hotels, manufactured and factory-built housing, and group housing.

Program HO 1.3.3:4

Continue to implement the Inclusionary Housing Ordinance, Density Bonus Ordinance, and other programs as a means of integrating affordable units within new residential development.

Program HO 1.3.3:5

Pursue State, Federal, and other funding sources for housing activities as a means to leverage local funds and maximize assistance.

Program HO 1.3.3.6:

Encourage and support the efforts of non-profit organizations that develop housing affordable to very low-, low-, and moderate-income households.

Program HO 1.3.3.7:

Examine the feasibility of developing quality live/work housing, as appropriate, as a means to provide affordable housing.

Program HO 1.3.3.8:

Ensure that adequate infrastructure, public facilities, water, and services are available or in place to support the development of new housing.

Policy HO 1.1.4:

Under State law, the Housing Element must address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. These policies are designed to mitigate government constraints on housing and facilitate development of housing affordable to low-and

moderate-income households, including families, seniors, and persons with special needs.

Program HO 1.4.4.1:

Provide regulatory and/or financial incentives, where appropriate, to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.

Program HO 1.4.4.2:

Implement and enforce residential design guidelines to ensure that the community's expectations are met with respect to the quality and style of housing projects.

Program HO 1.4.4.3:

Provide priority processing to affordable housing projects.

Program HO 1.4.4.4:

Expressly permit and educate the public about secondary units as a means to provide additional affordable housing opportunities.

Program HO 1.4.4.5:

Periodically review City regulations, ordinances, departmental processing procedures, and residential fees related to rehabilitations and/or construction to assess their impact on housing costs, and revise as appropriate.

Program HO 1.4.4.6:

Provide regulatory and financial incentives, as appropriate and financially practicable, to facilitate the development of supportive housing for families with children and other special needs groups.

Program HO 1.4.4.7:

Revise and modernize Title 11, Zoning Ordinance, of the San Juan Bautista Municipal Code to achieve community-wide objectives.

Program HO 1.4.4.8:

Continue to support the incorporation of energy efficient devices in existing housing and utilization of energy efficient designs for new housing.

Policy HO 1.1.5:

Ensure fair and equal housing opportunity for all persons regardless of race, religion, sex, marital status, family type, ancestry, national origin, color, or other protected status.

Program HO 1.5.5.1:

Continue to enforce fair housing laws prohibiting arbitrary discrimination in the building, financing, selling, or renting of housing on the basis of race, religion, family status, national origin, disability, or other such factors.

Program HO 1.5.5.2:

Continue to support organizations that offer fair housing and mediation services to San Juan Bautista residents.

Program HO 1.5.5.3:

Promote and support, as feasible, housing that meets the special needs of large families, single-parent/female-headed households, families with children, students, elderly persons, homeless persons, farm workers, and the disabled.

Program HO 1.5.5.4:

Encourage the provision of housing adaptable to the physically disabled through integration of universal design features in new development and compliance with Title 24 of the California Health and Safety Code.

Applicable regulations:

San Benito County Section 8 Rental Assistance

Significance Before Mitigation: Less-than-significant

4.13.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Build-out of the proposed Plan would result in no significant impacts related to population and housing.

Population and Housing References

- Association of Monterey Bay Area Governments. (2014). 2014 Regional Growth Forecast. Technical Documentation. Retrieved from http://ambag.org/programs/met_transp_plann/documents/Final_2035_MTP_SCS/Appendix%20A.pdf
- Association of Monterey Bay Area Governments. (2011). Envisioning the Monterey Bay Area: A Blueprint for Sustainable Growth and Smart Infrastructure., Retrieved from <http://www.ambag.org/programs-services/planning/metro-transport-plan/blueprint-and-sustainable-communities-strategy>
- California Governor's Office of Planning and Research. (2003). State of California General Plan Guidelines 2003. Retrieved from http://opr.ca.gov/docs/General_Plan_Guidelines_2003.pdf
- City of San Juan Bautista. (2014). General Plan. Prepared by California Polytechnic State University, San Luis Obispo.
- City of San Juan Bautista (2014). Draft 2014 Housing Element. Prepared by California Polytechnic State University, San Luis Obispo
- San Benito County. (2014). San Benito County Regional Housing Needs Allocation. RHNA guidance. Retrieved from <http://www.sanbenitocog.org/pdf/1%20Final%20RHNA%20Plan.pdf>
- San Benito County. (2013). 2035 Draft Program Environmental Impact Report. Retrieved from http://sanbenitogpu.com/pdf/FEIR/16_POP_SBCGPU_2013-02-18F.pdf
- San Benito County. (2010). Existing General Plan. Retrieved from http://mintierharnish.com/wp-content/uploads/2012/03/SanBenito_HE_2010.pdf

4.14 PUBLIC SERVICES

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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:				
1. Fire protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section explains the public services provided by the City of San Juan Bautista and evaluates the potential impacts of the proposed Plan on the provision of these services. The public services addressed are: fire protection and emergency services, police, parks, schools, and libraries. Each section summarizes the applicable regulatory framework and existing conditions and discusses likely specific and cumulative impacts of the proposed Plan.

The proposed San Juan Bautista 2035 General Plan may lead to changes in development, potentially causing a significant impact on the provision of public services. This analysis serves to identify all of the potential impacts that build-out of the proposed Plan may have on public services and determine if they should be considered significant impacts.

Public service departments serving the City of San Juan Bautista include:

- Water Service – City of San Juan Bautista
- Sewer Service – City of San Juan Bautista
- Land Use and Zoning – City of San Juan Bautista; Planning Department
- Road Maintenance – City of San Juan Bautista; Public Works Department
- Parks and Recreation – City of San Juan Bautista, California State Parks (The Mission)
- Law Enforcement – contracted to San Benito County Sheriff's Department

Water and Sewer Service are discussed in 4.16 Utilities.

4.14.1 FIRE PROTECTION AND EMERGENCY SERVICES

4.14.1.1 ENVIRONMENTAL SETTING

This section describes the existing conditions of fire and emergency services and the potential impacts of build out of the proposed Plan. This includes building and fire codes as well as risk from wildland fires.

4.14.1.1.1 REGULATORY FRAMEWORK

This section discusses applicable State and local regulations. There are no federal or local regulations or policies that directly apply to fire and emergency services.

State Regulations

California Building Standards Commission (BSC)

California Building Code: Part 2 of Title 24 of the California Code of Regulations

The 2013 California Building Code (Part 2 of Title 24 of the California Code of Regulations) sets minimum building standards. It is then adopted and modified on a local scale to better accommodate that jurisdiction's specific conditions and needs. Local requirements often mandate fire resistant building materials, fire doors, and defensible space.

California Department of Forestry and Fire Protection (CAL FIRE)

California Fire Code: Part 9 of Title 24 of the California Code of Regulations

The California Fire Code sets standards for fire protection including provisions for: planning, preparedness, appropriately rated construction, emergency access, protection systems, and hazardous materials. It is updated every three years, and adopted by reference as part of the *San Juan Bautista Municipal Code*.

Fire Prevention Fee Assembly Bill X1 29 (AB X1 29)

Lands where the State of California has financial responsibility for wildfire protection, i.e. lands which are not incorporated cities or held under federal jurisdiction, are considered State Responsibility Areas (SRAs). AB X1 29 establishes a fee on each structure in a state responsibility area to support the suppression of fire in these areas. Fees are assessed and adjusted annually.

Wildland-Urban Interface Fire Area Building Standards

As of 2008, new buildings in “any Fire Hazard Severity Zone within State Responsibility Areas, any Local Agency Very-High Fire Hazard Severity Zone, or any Wildland-Urban Interface Fire Area designated by the enforcing agency for which an application for a building permit is submitted” must comply with the updated Wildland-urban interface building standards code. This code mandates fire resistance through fuel reductions, defensible space, and fire resistant building materials.

California Occupational Safety Health and Administration (Cal OSHA)

Part 9 of Title 24 of the California Code of Regulations

Cal OSHA, in compliance with Title 8 Sections 1270 and 6773 of the California Code of Regulations, sets minimum standards for emergency medical services (EMS) and fire suppression services. These standards cover the use of potentially hazardous equipment that emergency workers interact with, such as: compressed air tanks, fire hoses, and access routes.

California Office of Emergency Services (Cal OES)

State of California Emergency Plan 2009

The California Emergency Management Agency developed the State of California Emergency Plan to provide a state strategy to support local jurisdictions in the case of a large-scale emergency, in compliance with the California Emergency Services Act. The plan describes:

- “Methods for carrying out emergency operations;
- The process for rendering mutual aid;
- Emergency services of governmental agencies;
- How resources are mobilized;
- Emergency public information; and
- Continuity of government.”

California Public Resources Code

California Public Resources Code: Division 4. Forest, Forestry and Range and Forage Lands

The California Resources Code calls for the delineation of state responsibility areas (SRAs). These are areas where the State of California is financially responsible for wildland fire protection. Federal land and incorporated cities are not considered SRAs. The Board of Forestry and Fire Protection determines landscapes with high wildfire risk and by cover-type and population as SRAs. Review is done every five years.

California Public resources code 4126 states “The board shall include within state responsibility areas all of the following lands: (a) Lands covered wholly or in part by forests or by trees producing or capable of producing forest products, (b) Lands covered wholly or in part by timber, brush, undergrowth, or grass, whether of commercial value or not, which protect the soil from excessive erosion, retard runoff of water or accelerate water

percolation, if such lands are sources of water which is available for irrigation or for domestic or industrial use, and (c) Lands in areas which are principally used or useful for range or forage purposes, which are contiguous to the lands described in subdivisions (a) and (b).”

Local Regulations

San Benito-Monterey Unit (CAL FIRE)

Unit Strategic Fire Plan San Benito-Monterey

The 2012 Unit Strategic Fire Plan outlines local agency fire reduction projects planned in San Benito and Monterey counties. These pre-fire management programs reduce the cost of fighting fires and potential losses. Projects utilize fire mitigation techniques for the built environment, ecosystem health, and community safety.

4.14.1.1.2 EXISTING CONDITIONS

This section discusses the existing conditions related to fire services and fire risk.

Local Level of Service

The City of San Juan Bautista has maintained a contract with the City of Hollister and San Benito County to provide fire protection to the entire County. San Juan Bautista is responsible for providing emergency fire protection in Area 4 with a response time between 5-10 minutes. Area 4 is defined as the area west of Union Road and east of Highway 101.

The current fire station can accommodate the 24 hour fire protection, including overnight living quarters for at least three fire personnel. The fire station is staffed by paid firefighters from the City of Hollister and paid volunteers from the City of San Juan Bautista, who rotate duty to fulfill the contractual obligations to Area 4. Engines and equipment from the San Juan Volunteer Fire Department was supplemented to support the needs of Area 4. The current contract expires on June 30, 2015, but is expected to be extended if agreed to by all parties. Fire service is provided 24 hours a day and response times are less than five minutes. (R. Grimsley, personal communication, February 2, 2015).

Local Climate and Geography

According to the proposed Plan (2014) “during the hot, dry months of the year, fire danger can increase in areas with an abundance of dry grass or brush” (p. 56). The majority of San Juan Bautista's western and southern edges are in high and moderate fire severity zones (p. 143). Much of the fire risk to the City of San Juan Bautista is from the surrounding wildlands.

4.14.1.2 STANDARDS OF SIGNIFICANCE

4.14.1.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed plan would have a significant effect on the environment with respect to fire and emergency services if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities that could cause significant environmental impact to maintain acceptable service ratios, response times, or any other performance objectives.

4.14.1.2.2 METHODOLOGY

Evaluation of the potential impact to fire and emergency services was based on a comparison of the proposed Plan and the California Department of Forest and Fire Protection's (CAL FIRE) Unit Strategic Fire Plan for San Benito-Monterey in order to assess the potential increase in service need and the capacity of fire service agreements in the region.

4.14.1.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related fire and emergency services.

PS-1 Build-out of the proposed Plan would result in **potentially significant** impacts with regards to fire protection facilities.

The fire station for Area 4, which serves the City, is staffed 24 hours a day by at least three firefighters and has response times under five minutes. Fire service is maintained through mutual aid agreements between the City of San Juan Bautista, City of Hollister, and County of San Benito (R. Grimsley, personal communication, February 2, 2015). The County General Plan states that the county fire department strives to maintain levels of service consistent with National Fire Protection Association standards and Mutual Aid Agreements (San Benito County, 2013).

The proposed Plan includes the following objectives, policies, and programs that would address the level of fire service into the future.

Policy HE 5.1.3

Maintain staff and facilities to support effective emergency and natural disaster responses.

Program HE 5.1.3.2

Maintain adequate police and fire facilities, equipment, and maintenance.

Objective PF 5.2

Seek the most efficient and cost-effective arrangement for providing local fire protection services. Consider expanding the Fire Department only if warranted by future City growth and if financially feasible.

Policy PF 5.2.1

Adopt, monitor, and maintain average response times based on time standards for fire response times.

Policy PF 5.2.2

Monitor how development patterns affect average fire response time goals and facility needs.

Policy PF 5.2.3

Require water distribution systems in new development areas to use minimum 8-inch piping and to meet minimum fire flow standards of 1,000 gallons per minute.

Program PS 3.2.1.1

Maintain mutual aid agreements with the California Department of Forestry and Fire Protection for wild land fire protection.

Program PS 3.2.2.1

Require minimum Fire Department accessibility to all developments.

Program PS 3.2.2.2

Coordinate with the San Juan Bautista Fire Department, San Benito Fire Council, and California Department of Forestry and Fire on review of new development projects.

Program PS 6.1.1.1

Develop a City wide Emergency response plan.

Implementation of the proposed Plan's policies and programs in compliance with State building and fire codes will ensure that build out of the plan will result in a less than significant impact after mitigation with respect to fire and emergency services.

Applicable regulations:

California Building Code

California Fire Code

Significance Before Mitigation: Potentially Significant

PS-2 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in **less-than-significant** impacts in regards to fire protection service.

A significant impact would result if the build out of the proposed Plan, in combination with other past, present, and reasonably foreseeable development would exceed the capacity of fire and emergency responders to provide adequate level of service, and thus requiring new construction and facilities.

All future development within the City and its sphere of influence must comply with State building and fire code standards, which include standard road-widths, water pressure, hook ups, and any associated infrastructure needed to achieve those standards. Any project level construction projects related to fire and emergency services will be subject to separate CEQA review.

Applicable regulations:

California Building Code
California Fire Code

Significance After Mitigation: Less-than-Significant

4.14.2 POLICE PROTECTION SERVICES

4.14.2.1 ENVIRONMENTAL SETTING

This section describes the existing conditions of police protection services and the potential impacts of build out of the proposed Plan. The description focuses on the current level of service and the potential of the Plan to lower that level of service significantly.

4.14.2.1.1 REGULATORY FRAMEWORK

There is no clear regulation that applies to police services within San Juan Bautista.

4.14.2.1.2 EXISTING CONDITIONS

The City does not maintain its own police force. The San Benito Sherriff's department is on contract with the City to provide police protection services. There is no active police station (San Juan Bautista, 2013). As of 2010, the City had a population of 1,862 people, and less than 1 police officer per 1,000 people. The California statewide average in similarly sized cities is 1.5 officers per 1,000 residents (City of San Juan Bautista, 2014).

4.14.2.2 STANDARDS OF SIGNIFICANCE

4.14.2.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to police services if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities could cause significant environmental impact to maintain acceptable service ratios, response times, or any other performance objectives.

4.14.2.2.2 METHODOLOGY

Evaluation of the potential impact to fire and emergency services was based on a comparison of the proposed Plan and the Federal Bureau of Investigation's police service ratios to determine the service ratios necessitated by the plan.

4.14.2.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related police service.

PS-3 Build-out of the proposed Plan would result in **potentially significant** impacts related to the construction or expansion of police facilities.

Build out of the proposed Plan could bring an additional 1,313 residents under the mandated 3% housing growth, and natural growth would bring an additional 243 residents. San Juan Bautista contracts with the San Benito County Sheriff's office, resulting in a police ratio of less than one officer per 1,000 people. To accommodate future population growth, the Sheriff's office will need to provide 4-5 full time officers by 2035 to meet State averages. Population growth will be incremental, and the police force will only need to grow in response.

The proposed Plan includes the following objectives, policies, and programs that would help the police force adapt to the population increase:

Policy PS 5.2.1

Review development proposals for their demand for police and implement mitigating measures.

Program PS 5.2.1.1

Implement mitigation measures such as levying police impact fees, if warranted.

Program PS 5.2.1.2

Determine areas in need of high attention from law enforcement by monitoring uses and sites that attract criminal activity and establishing records of incidences for targeted police patrol.

Applicable regulations:

None

Significance Before Mitigation: Potentially significant

PS-4 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth, would result in **less-than-significant** cumulative impacts with respect to law enforcement services.

Increased population in both San Juan Bautista and other growing regions in San Benito County may result in a need for increased Sheriff Facilities and a significant environmental impact. If the Sheriff's office does need to grow, resulting in a significant impact, there will be a separate impact review, because the built facilities are outside of the San Juan Bautista sphere of influence.

Applicable regulations:

None

Significance Before Mitigation: Less-than-significant

4.14.3 SCHOOLS

4.14.3.1 ENVIRONMENTAL SETTING

This section describes the existing conditions of local schools and the potential impacts of the proposed Plan on school services and facilities. This includes State laws regarding impact development fees as well as current school facilities.

4.14.3.1.1 REGULATORY FRAMEWORK

This section discusses applicable State regulation of school facilities. There are no federal or Local laws and/or policies directly applicable to this section.

State Regulations

Leroy F. Greene School Facilities Act: Senate Bill 50 (SB 50)

SB 50 established a standardized development fee, generally providing for a 50/50 local and state funding match, limiting local jurisdictions' ability to require mitigation of impacts on school facilities as an approval condition. This legislation also established a three-tiered impact fee structure depending on: the availability of state funding, district eligibility, bonding capacity, year-round instruction, and proportion of mobile classrooms.

California Government Code, Section 65995(b), and Education Code Section 17520

Education Code Section 17520 authorizes the levy of development fees by school districts for use within the boundaries of the school district. SB 50 amended California Government Code Section 65995, which requires an increase, per inflation, of the maximum square footage assessment for development fees. In 2012, the State Allocation board increased the allowable school facility fees (Level 1 School Fees) from \$2.97 to \$3.20 per square foot for 500 or more feet of residential development, and \$0.47 to \$0.51 per square foot for applicable commercial/industrial development. Higher fees are allowed if approved by the State Allocation Board.

Mitigation Fee Act (California Government Code 66000-66008)

The Mitigation Fee Act (AB 1600) requires a local jurisdiction initiating or increasing an impact fee as a development condition to specify the intended purpose and use of the fee. In addition, the local jurisdiction imposing the fee must illustrate an appropriate nexus between the fee, its purpose, and the type of development plan which the fee is being imposed upon.

4.14.3.1.2 EXISTING CONDITIONS

According to the *Draft City of San Juan Bautista 2035 General Plan* (2014) both the San Juan School and the Aromas Elementary School had excess capacity in the 2012-13 school year. While the schools have capacity to meet California classroom size guidelines, Kindergarten and 2nd grade at both schools have experienced overcrowding. Average class size in San Juan Bautista for these grades was between 25 and 27, whereas the state standard is 22.8 and 22.5 for Kindergarten and 2nd grade respectively. Population projections of children in the K-8 age range is expected to increase from 910 in the 2013-2014 school year to 1,012 by 2035. To accommodate this increase, the Aromas-San Juan Unified School District may need to add elementary level classrooms. The population of high school aged students is only expected to increase by 41 students by 2035 (p. 144).

4.14.3.2 STANDARDS OF SIGNIFICANCE

4.14.3.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to school services if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or

altered government facilities that could cause significant environmental impact to acceptable service ratios, response times, or any other performance objectives.

4.14.3.2.2 METHODOLOGY

Evaluation of the potential impact to school services was based on a comparison of the proposed Plan to the Accountability Report Cards for schools in the Aromas-San Juan Unified School District, the California Department of Education Adequate Yearly Progress Reports, and Dataquest for school enrollment in order to determine the increase in level of service that will likely result from build out of the proposed Plan relative to expected population growth in school aged children.

4.14.3.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related schools.

PS-5 Build-out of the proposed Plan would result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause **less-than-significant** environmental impacts.

San Juan and Aromas Elementary had excess classroom capacity in 2012-2013 school year, but despite this excess two grades (kindergarten and 2nd grade) experienced overcrowding. The proposed Plan forecasts an increase of 102 student increase in K-8 students, which may warrant additional facilities. The high school aged population is expected to increase by 41 students under the proposed Plan. To accommodate the growth the Plan provides three options:

1. Open a middle school and restrict elementary schools to serve only K-6 grades
2. Construct or add portable classrooms to existing schools
3. Build a small school with one to five classrooms for K-8 grades

The proposed Plan includes the following programs to fund possible school facility expansion:

Program PF 6.1.1.2

Work collaboratively with the Aromas-San Juan Unified School District to collect development fees and explore measures that strive to provide adequate school capacity as new development is approved.

Program PF 6.1.1.3

Work collaboratively with the Aromas-San Juan Unified School District early in the planning process to ensure that they have an opportunity to provide input in major land use or policy decisions, including changes to local development fees.

If additional school facilities were to be built, additional project level CEQA review would be required. It is expected that the schools will utilize their existing capacity before building additional classrooms and/or facilities.

Applicable regulations:

Senate Bill 50

Mitigation Fee Act (Government Code section 66000, et seq)

California Government Code, Section 65995(b), and Education Code Section 17620

Significance Before Mitigation: Less-than-significant

PS-6 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth in the Aromas-San Juan Unified School District service area, would result in **less-than-significant** cumulative impacts with respect to schools.

This section analyzes potential impacts to school facilities that could occur from build out of the proposed Plan in combination with from reasonably foreseeable growth in the Aromas-San Juan Unified School District (ASJUSD) service area. The ASJUSD service area encompasses the communities of Aromas and San Juan Bautista. The population of these two communities is shown in Table 4.14-1. San Juan Bautista is the only community experiencing a positive growth trend, so the service district will face its greatest impact from growth in San Juan Bautista. The proposed Plan, as discussed in impact PS-5, will work collaboratively with the Aromas San Juan Unified School District in order to limit impacts to the service area.

Table 4.14-1 Aromas San Juan Unified School District Communities Population

Community	2010 Population	AMBAG population projection 2035	Assumed Population Growth Rate
Aromas	2,650	4,108 ^a	1.7
San Juan Bautista	1,862	2092 ^b	1.2

Source: *San Benito County* (2010)

^a based on Association of Monterey Bay Area Governments (AMBAG) population projections of 1.7% annual growth for San Benito County.

^b based on Association of Monterey Bay Area Governments (AMBAG) comments to FEIR. Received June 25, 2015. See Appendix B.

Applicable Regulations:

Senate Bill 50

California Government Code, Section 65995(b), and Education Code Section 17620

Mitigation Fee Act

Significance After Mitigation: Less-than-significant

4.14.4 PARKS

4.14.4.1 ENVIRONMENTAL SETTING

This section describes the existing conditions of parks and the potential impacts of proposed Plan.

4.14.4.1.1 REGULATORY FRAMEWORK

This section discusses State and local regulation regarding parks and recreation.

State Regulation

California Parks and Recreation

Quimby Act

In 1975, the State of California passed the Quimby Act, which authorized cities and counties to pass ordinances requiring developers to increase park land by paying for improvements, setting aside land, or donating conservation easements. Development fees cannot be used for operation and management costs. In 1982, The Quimby Act was amended to restrict the uses, population standards, and formulas tied to a project's impact. Cities with a lower ratio of park space to people had more lenient population-ratio standards. The population-to-parks ratio is calculated by comparing the population count from the last census and amount of city-owned parkland.

Local Regulation

San Benito County

Parks & Recreation Facilities Master Plan

The *San Benito County Parks and Recreation Facilities Master Plan* (2010) defines a 20 year vision for parkland in the county. The plan outlines proposed projects, cost, and funding sources across the county. The plan coordinates efforts between city, county, and national parklands to create a comprehensive system.

4.14.4.1.2 EXISTING CONDITIONS

According to the proposed Plan, the City owns two parks: Abbe Park and Verutti Park. These parks total 2.3 acres. This provides approximately 1.4 acres of parkland per 1,000 people, which meets the standards of the National Recreation and Parks Association (NRPA) of 1 to 2 acres per 1,000 people, but falls below the minimum San Benito County standard of 5 acres per 1,000 people. The City's park land is supplemented by 9.4 acres of sport fields at San Juan Elementary, and a 2 acre plaza and lawn at the San Juan Bautista Historic Park (p. 5).

4.14.4.2 STANDARDS OF SIGNIFICANCE

4.14.4.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to parks if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities could cause significant environmental impact to maintain acceptable service ratios, response times, or any other performance objectives.

4.14.4.2.2 METHODOLOGY

Evaluation of the potential impact to school services was based on a comparison of the proposed Plan and the *San Benito County Parks & Recreation Facilities Master Plan* (2010).

4.14.4.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related schools.

PS-7	Build-out of the proposed Plan would result in less-than-significant impacts associated with the provision of new or physically altered parks and recreational facilities in order to maintain the City's adopted ratio of parkland per thousand residents.
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Build out of the proposed Plan would increase the City's population to 3,175 people, and an additional 13.8 (16.1) acres of parkland from the provision of three new neighborhood parks as indicated in Table 4.14-2. This would result in a ratio of 5.2 acres per 1,000 people, an improvement from the current 1.4 acres per 1,000 people. The increase in population by 2035 will require the expansion of park facilities, but the Plan's Open Space element includes provisions to meet the needs of the future residents of San Juan Bautista.

Table 4.14-2 Preferred Scenario, City Park and Open Space Acreage

Park	Classification	Location	Existing Acreage	New Acreage	Total Acreage
Lauren E. Verutti Memorial Park	Neighborhood Park	Third and San Jose Street	0.5	0	0.5
Abbe Park	Neighborhood Park	Polk and Fourth Street	1.8	0	1.8
"Old Water Treatment" Park	Neighborhood Park	North of Third Street	0	4.2	4.2
"South of State Route 156" Park	Neighborhood Park	South of SR 156 between Washington Street and Lang Court	0	4.0	4.0
Linear Park	Linear Park	Breen Rd to SR 156 existing underpass to Old San Juan-Hollister Road	0	Approx. 5.6	5.6
TOTAL CITY PARK ACREAGE			2.3	13.8	16.1
Public/Quasi-Public Open Space that Offers Active and Passive Recreational Opportunities					
San Juan Bautista Historic Park	State Park	Second Street between Mariposa and Franklin Street	6.5	0	6.5
Mission San Juan Bautista	Church	Second Street between Jose and Mariposa Street	15.8	0	15.8
San Juan School	School	The Alameda between Franklin Street and SR 156	9.4	0	9.4
Carl Martin Luck Memorial Library	City Library	Second Street between Monterey and Tualumami Street	0.4	0	0.4
San Juan Bautista Cemetery	Cemetery	Larios Drive and Church Street	6.0	0	6.0
TOTAL PUBLIC/QUASI-PUBLIC OPEN SPACE					38.1
TOTAL ACREAGE DEDICATED TO RECREATIONAL OPPORTUNITIES					54.2

Source: City of San Juan Bautista (2014), Draft San Juan Bautista 2035 General Plan, p 142

In addition to the proposed parkland increases illustrated in Table 4.14-2, the proposed Plan includes the following objectives, policies, and programs that would promote the development of parks and open space.

Objective OS 1.1

Protect and expand parks and open space.

Program OS 1.1.1.1

Establish pockets parks and City parks to enhance the equal distribution throughout the City.

Program OS 1.1.1.2

Create an Open Space Overlay District in the Zoning Ordinance to protect and preserve open space land.

Program OS 1.1.1.3

Encourage and support development of recreational facilities to meet County standards of five acres of recreation area per 1,000 persons.

Program OS 1.1.1.4

Develop an incentive program that encourages development to provide open space beyond minimum requirements.

Policy OS 1.1.2

Designate parkland consistent with the adopted standards through development review and capital improvement programming.

Program OS 1.1.2.1

Require developments of 20 units or more to incorporate park and recreational space in the development agreement or pay in-lieu fees.

Policy OS 1.1.3

Research and apply for grant funding opportunities and conservation easements in order to expand parks and open space according to community needs.

Program OS 2.1.1.2

Implement linear parks along drainage easements for increased open space and connections.

Program OS 2.1.1.3

Enhance the El Camino Real Trail and re-establish the interpretive earthquake walk.

Program HE 5.1.3.3

Restore Spring Lot Park at San Juan Canyon Creek near the old cement plant facility as a recreation and camping park.

Applicable regulations:

The Quimby Act

San Benito County Parks & Recreation Facilities Master Plan

Significance Before Mitigation: Less-than-significant

PS-8 Build-out of the proposed Plan would result in **less-than-significant** increase in 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.

Build-out of the proposed Plan would increase the population of San Juan Bautista by 1,310 people by 2035. The increase in residents is likely to put added stress and increase deterioration of park facilities. However, the increase in park facilities discussed in impact PS-7 and illustrated in table 4.14-2 will help offset the impact.

Furthermore, the proposed Plan includes the following policies and programs to provide a strategy to maintain upkeep of new and existing park facilities.

Policy OS 1.2.1

Cooperation between the City, State Parks, and Church to keep the City's parks and facilities cared for and open to all users.

Program OS 1.2.1.1

Establish agreements between the City, State Parks, and Church for shared responsibility maintaining and operating parks and open space in a Parks Maintenance Plan.

Policy OS 1.2.2

Collaborate with non-profit groups, local companies, and other organizations to maintain parks and open space in and surrounding the City.

Program OS 1.2.2.1

Establish agreements between the City, non-profits, local companies, and other organizations for shared responsibility maintaining and operating parks and open space.

Policy OS 1.2.3

Monitor park and recreational facility maintenance through a collective effort.

Program OS 1.2.3.1

Develop volunteer based programs for park maintenance with neighborhood participation.

Applicable regulations:

The Quimby Act

San Benito County Parks & Recreation Facilities Master Plan

Significance After Mitigation: Less-than-significant

PS-9	Build-out of the proposed Plan may include a recreational center, which may have a less-than-significant impact on the environment.
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There is no proposal to build a recreation center.

Applicable regulations:

None

Significance After Mitigation: Less-than-significant

PS-10	Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth, would result in less-than-significant cumulative impacts with respect to parks and recreational facilities
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A significant cumulative impact would result if, in combination with past, present, and reasonably foreseeable growth, build out of the proposed Plan would result in significant and substantial deterioration of existing neighborhood parks or require the expansion and/or creation of new parks. Growth in San Juan Bautista would likely increase the use, and thereby speed up the deterioration, of park facilities, and ultimately require the construction of new parks.

As previously discussed, the impacts to San Juan Bautista parks are likely less than significant. The expansion and/or addition of parks in the City will increase the ratio of parkland to citizens to exceed statewide averages for similarly sized cities. The plan does

not call for significant addition of parkland structures and facilities, such as a recreation center.

Regionally, a growing population will likely result in a greater demand for and use of parks and regional recreational facilities. The County's growth rate is 1.7% annually as projected by AMBAG (San Benito County, 2010)

Applicable regulations:

Quimby Act

San Benito County Parks & Recreation Facilities Master Plan

Significance After Mitigation: Less-than-significant

4.14.5 LIBRARY SERVICES

4.14.5.1 ENVIRONMENTAL SETTING

This section describes the existing conditions of the city library and the potential impacts of build out of the proposed Plan.

4.14.5.1.1 REGULATORY FRAMEWORK

There are no federal, State, or local laws or policies that are applicable to library services.

4.14.5.1.2 EXISTING CONDITIONS

According to the proposed Plan, the City library needs technological upgrades, and is a potential site for community events in the future (p. 8). The library is currently providing a suitable level of service. Currently, the library maintains five books per capita, which is substantially higher than the two books per capita standard (p. 145). The City's sole library has nine computers with internet access available for public use (City of San Juan Bautista, 2014).

4.14.5.2 STANDARDS OF SIGNIFICANCE

4.14.5.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to libraries if it would:

1. Result in adverse physical impacts associated with the construction of new or altered government facilities or increased need for new or altered government facilities that could cause significant environmental impact to acceptable service ratios, response times, or any other performance objectives.

4.14.5.2.2 METHODOLOGY

Evaluation of the potential impact to school services was based on a comparison of the proposed Plan and the existing library service information from the City.

4.14.5.3 IMPACT DISCUSSION

This section discusses the Plan-specific and cumulative impacts related library services.

PS-11 Build-out of the proposed Plan would not result in the need for new or physically altered library facilities, so the impact would be **less-than-significant**.

A potentially significant environmental impact would result if build-out of the proposed Plan would require new or physically altered library facilities. Build-out of the proposed plan would add 1,310 people by 2035, which could increase the demand for library services in San Juan Bautista. The current library is adequately serving the population in the number of books, but technology services could be upgraded. Growth in the City is unlikely to warrant an increase of physical facilities, and much of the need can be addressed through expansion of digital services and programmatic services such as classes.

The proposed Plan includes the following program that addresses the increase in need for increase high tech library services.

Program LU 4.2.1.6

Bring state of the art technology and internet access to public library and other shared community facilities.

Applicable regulations:

None

Significance After Mitigation: Less-than-significant

PS-12 Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in **less-than-significant** cumulative impacts with respect to libraries.

Build-out of the proposed Plan and increased growth in the region would likely increase demand for library services. This increase would happen incrementally, and as discussed in impact PS-11, improvements are most needed in technology services, which does not

require new construction. The San Benito County General Plan (2013) also includes provisions for technological upgrades, so increased pressure on the existing library is unlikely.

Applicable regulations:

None

Significance After Mitigation: Less-than-significant

4.14.6 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The following mitigation measures are expected to mitigate potential significant impacts with regards to public facilities to less-than-significant levels.

PS-1	Build-out of the proposed Plan would result in potentially significant impacts with regards to fire protection facilities.
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Mitigation PS-1

The city shall seek to maintain mutual aid agreements with the City of Hollister and County of San Benito, and maintain fire service responsibilities as outline by those contracts.

Significance After Mitigation: Less-than-significant

PS-3	Build-out of the proposed Plan would result in potentially significant impacts related to the construction or expansion of police facilities.
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Mitigation PS-2:

The city shall modify Program PS 5.2.1.1 and levy police impact fees on new development to ensure that the City can maintain at least one police officer per 1,000 people, and strive to provide 1.5 officers per 1,000 people when feasible.

Significance After Mitigation: Less-than-significant

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4.15 TRANSPORTATION & TRAFFIC

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. 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 type="checkbox"/>	<input type="checkbox"/>
2. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in a substantial safety risks;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 4. 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Result in inadequate emergency access; or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6. 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"/> |

This chapter describes the existing transportation system and regulatory setting in San Juan Bautista and examines the potential impacts to the transportation system associated with the adoption of the City of San Juan Bautista 2035 General Plan. The Plan may lead to changes in land use that could potentially cause impacts to the circulation system. This chapter analyzes the potential impacts of the proposed Plan on the vehicular, transit, bicycle, and pedestrian components of the City's overall transportation system and determines if they should be considered significant impacts to the environment.

4.15.1 ENVIRONMENTAL SETTING

4.15.1.1 REGULATORY FRAMEWORK

This section describes and summarizes the key federal, State, County, and City statutes, regulations, and policies that apply to the proposed Plan. The following subsections provide context for discussion of impacts of the proposed Plan.

Federal Regulations

United States Department of Transportation

The Federal Highway Administration (FHWA) is the agency of the U.S. Department of Transportation (USDOT) responsible for the federally funded roadway system, including U.S. Route 101 and Interstate 5. U.S. Route 101 provides San Juan Bautista access to the San Francisco Bay Area to the north, and Salinas and Monterey to the south. Additional federal laws and regulations related to street maintenance, traffic safety, and

transportation funding, among many other aspects of the transportation network, are established through the framework for transportation planning at the federal level: *Moving Ahead for Progress in the 21st Century* (MAP-21), approved in 2012.

Surface Transportation Assistance Act Routes (STAA)

The STAA, passed in 1982, allows trucks to operate on the interstate and certain primary routes collectively called the National Network. These routes, referred to as STAA routes, have larger turning radii than most local roads can accommodate.

Americans with Disabilities Act (ADA)

The ADA of 1990 provides comprehensive rights and protections to individuals with disabilities. The ADA was created to guarantee equality of opportunity, full participation, independent living, and economic self-sufficiency for individuals with disabilities. In order to ensure accessibility, the Department of Justice revised regulations for Titles II and III of the ADA in September, 2010. These regulations adopted revised, enforceable accessibility standards called the *2010 ADA Standards for Accessible Design*, or the “2010 Standards.” Compliance with the 2010 Standards has been required for all new construction and alterations since March, 2012. The guidelines address various issues including roadways design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. These guidelines would apply to proposed roadways in the Plan Area.

State Regulations

California Department of Transportation (Caltrans)

Caltrans is the primary responsible party for transportation issues in the State of California. The *Caltrans Transportation Plan (CTP) 2035* provides broad system concepts, strategies, and performance measures for all modes on State facilities. Caltrans is tasked with constructing and maintaining the State highway system. Caltrans is the approval body for the planning, design, and construction of improvements for all State-controlled facilities including State Route (SR) 156 and U.S. 101.

Caltrans’ Transportation Concept Reports identify existing conditions and specific long-range improvements for specific State highway segments. Long-range improvements are identified to improve existing facilities up to the design concept expected to adequately serve 20-year traffic forecasts.

The following Caltrans procedures and directives are relevant to Plan Components, particularly State roadway facilities:

- *Level of Service (LOS) Target* – Caltrans maintains a minimum LOS between LOS C and LOS D for all of its facilities. Where an existing facility is operating below the C/D threshold, the existing measure of effectiveness should be utilized as the minimum LOS for future development.

- *Project Development Procedures Manual* – This manual outlines relevant statutory requirements, planning policies, and implementation procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures.
- *Deputy Directive 64* – This directive requires Caltrans to consider the needs of non-motorized vehicles in all programming, planning, maintenance, construction, operation, and project development activities and products. This includes incorporation of the best available standards in all of Caltrans’s practice.
- *Deputy Directive 64-R1* – This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on “complete streets.”
- *Directors Policy 22* – This policy establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and operations processes, including accommodating the needs of bicyclists and pedestrians.

California Complete Streets Act of 2008

The California Complete Streets Act, Assembly Bill (AB) 1358, requires cities and counties, when updating their general plans, to include complete street policies so that roadways are designed to safely accommodate all users, including motorists, bicyclists, pedestrians, transit riders, children, elderly, and persons with disabilities.

California Transportation Commission (CTC)

The CTC consists of nine members appointed by the Governor. The CTC is responsible for programming and allocation of funds for the construction of highway, passenger rail, and transit improvements throughout the State, including the Plan Area. The CTC is also responsible for managing funding for the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP).

Local/Regional Regulations

Council of San Benito Governments

Regional Transportation Plan (RTP)

The Council of San Benito Governments adopted the RTP in June 2014. The RTP complies with State and federal transportation planning requirements for comprehensive and long-range transportation planning. The RTP expresses short-term strategies and long-term goals aimed at improving the overall efficiency of the transportation system through the year 2035. The RTP includes a goal and three policies to facilitate safe and efficient movement of commodities in ways that are compatible with existing and planned land uses.

San Benito Local Transportation Authority

Short Range Transit Plan

The *San Benito County Local Transportation Authority Short Range Transit Plan* (2008) consists of a review and update of goals, objectives, service and system evaluations, recommendations, strategic marketing plan, and capital and finance plans. The 2008 short range plan recommends that the County Express should revert to the system of fixed routes operated in 2004, with a few minor modifications. Additionally, the plan recommends a variety of changes to improve the entire County Express operation.

The San Benito Local Transportation Authority has adopted the following performance standards for their services: a minimum of 60,000 miles between preventable accidents, a 95 percent on-time record, a maximum service frequency between 45 minutes and two hours for the inter-county bus service, and no more than 1 percent of denial of demand-response service due to capacity constraints.

County of San Benito

Bikeway and Pedestrian Master Plan

The *San Benito County Bikeway and Pedestrian Master Plan* (2009) guides the future development of bicycle and pedestrian facilities within San Benito County. It provides a blueprint for making non-auto modes of transportation an integral part of daily life in the County. Future bicycle facility planning in Hollister and San Juan Bautista is also addressed in this master plan.

County Subdivision Ordinance

San Benito County has established guidelines that determine when a traffic impact analysis must be prepared for a specific development project in the unincorporated areas of the County. According to Appendix D, Chapter 2 of the County's Subdivision Ordinance, a traffic impact study must be prepared for a development project if it is expected to generate more than 50 trips per day or if it generates less than 50 trips per day and it is determined by the County that additional special circumstances require a traffic study due to potential impacts beyond additional traffic trips.

Traffic Impact Fee Program (TIF)

San Benito County has adopted a traffic impact fee (TIF) program for new residential and commercial development to fund transportation improvements needed to keep pace with travel demand growth within the County through 2023. The TIF program identifies specific roadway improvement projects and new traffic signals throughout the county and cities that will be funded by the TIF. The City of San Juan Bautista did not participate in the Transportation Impact Mitigation Fee Study that was prepared for Council of San Benito County Governments dated March 21, 2011. However, San Juan Bautista was designated in zones 2 of the study as shown on figure 1 (of the County's Nexus Study). The City of San Juan Bautista incorporated and adopted the fee schedule of zone 1 on Table E.1 "Transportation Impact Mitigation Fee (TIMF) program (of the County's Nexus Study) to mitigate transportation travel demands within the City. Zone 2 identified improvements and intersection projects for funding under the TIF program that would provide little benefit to the City of San Juan Bautista and surrounding areas. A large percentage of San Juan Bautista residents travel north and west on existing roads and streets to State Highway

101. Zone 1 provides a better and more direct assessment of projects that would benefit and meet the travel demand growth of the City of San Juan Bautista. The City has implemented zone 1 Transportation Impact Mitigation Fee (TIMF) for new residential and commercial development since 2012

Association of Monterey Bay Area Governments (AMBAG)

Coordinated Transit-Human Services Transportation Plan

The *Coordinated Transit-Human Services Transportation Plan* (CTHP) identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes, and lays out unified comprehensive strategy for meeting these needs and prioritizing services accordingly. The CTHP identifies gaps and needs in human service transportation in the Monterey Bay Area region, incorporates these needs into the transit plan, and presents implementation strategies for closing the gaps and improving the management of mobility services.

Metropolitan Transportation Plan and the Sustainable Communities Strategy (MTP-SCS)

The MTP-SCS were prepared by AMBAG as the Metropolitan Planning Organization (MPO) for the Monterey Bay Area. AMBAG is required to produce certain documents that maintain the region's eligibility for federal transportation assistance, including the MTP. The development of the MTP was coordinated with Regional Transportation Planning Agencies, including: the San Benito County Council of Governments, the San Benito County Local Transit Authority, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), State and Federal Governments, and other organizations having interest in or responsibility for transportation planning and programming. The MTP lays out a financially constrained list of transportation projects over the following 25 years that will enhance regional mobility as well as reduce greenhouse gas emissions.

City of San Juan Bautista

City of San Juan Bautista Municipal Code

Chapter 7-1 of the City of San Juan Bautista Municipal Code includes ordinances, standards, and regulations concerning the design of streets. Chapter 7-2 includes ordinances, standards, and regulations concerning weight limitations on city streets. Chapter 7-4 contains ordinances, standards, and regulations concerning stopping, standing, and parking. Chapter 11-11 contains ordinances, standards, and regulations concerning parking as part of the City Zoning Code.

4.15.1.2 EXISTING CONDITIONS

This section discusses the existing conditions related to transportation and traffic, including vehicular circulation, existing traffic conditions, and existing transit services.

Vehicular Circulation

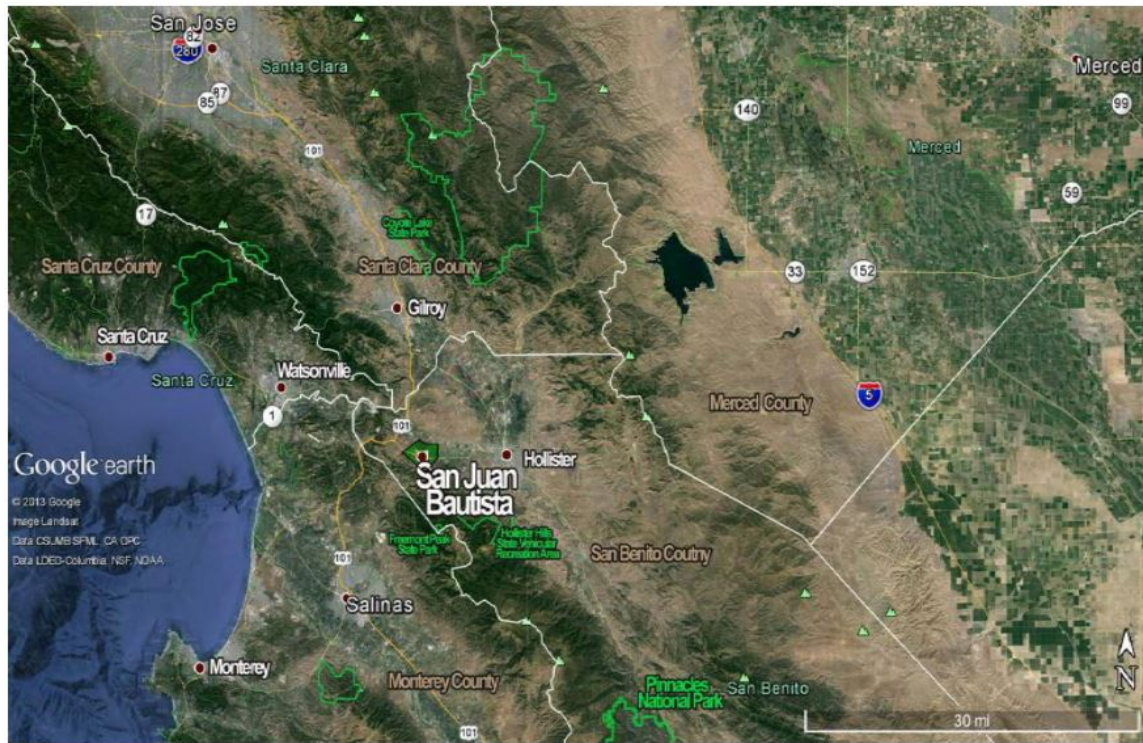
Map 4.15-1 depicts the regional network that serves the City. San Juan Bautista is served by a roadway network of freeways, arterials, major and minor collectors, and local streets.

These roadways provide access to the surrounding communities and to local destinations, such as employment areas, shopping centers, schools, recreational opportunities, and residential communities.

Functional Roadway Classifications

Roads are typically classified and defined by their function. Although federal transportation regulations mandate the use of a federal classification system, local jurisdictions such as the City of San Juan Bautista also develop classification systems to define their own roadways. The classifications in San Juan Bautista are as follows:

Map 4.15-1 Regional Network near San Juan Bautista



Source: Draft San Juan Bautista 2035 General Plan Background Report, 2013

- **Freeways.** Operated and maintained by Caltrans, these facilities are designed as high-volume, high-speed facilities for inter-city and regional traffic. Access to these facilities is also limited. U.S. 101 near San Juan Bautista is classified as a freeway.
- **State Highways.** These facilities are operated and maintained by Caltrans and serve primarily inter-regional traffic. Near San Juan Bautista, most State highways are rural two-lane facilities, including SR 156 outside of San Juan Bautista city limits and SR 25.
- **Arterials.** These streets connect major developed parcels and regional highways. They are designed for moderately high speeds up to 50 mph and can carry up to 1200 vehicles per hour per lane. Arterials are typically designed with turning lanes, and can have medians installed to assist in controlling turning movements. Intersections with lower classified streets can have signalization or stop sign controls. If two or more arterials intersect one another, they are always signalized. SR 156 and San Juan Highway are the two arterials within San Juan Bautista city limits (Draft San Juan Bautista 2035 General Plan Background Report, 2013).
- **Major Collector.** These facilities are typically designed the same as minor collectors and local streets, but can have turning bays and auxiliary lanes added to allow access to major developed areas. They typically connect to arterials and carry up to 600 vehicles per hour. Monterey Street, First Street, Third Street, Fourth Street, The Alameda, and San Juan Canyon are all major collectors (Draft San Juan Bautista 2035 General Plan Background Report, 2013).

- **Minor Collector.** These facilities are essentially the same as local streets but handle lower traffic volumes (up to 400 vehicles per hour). Minor collectors define the downtown area and connect residential areas to commercial areas (San Juan Bautista General Plan Update 2035 Background Report, 2013).
- **Local Streets.** These streets usually give access to residential areas and typically have one lane in each direction along with sidewalks, curbs, and gutters. They carry up to 200 vehicles per hour in both directions. The majority of streets within San Juan Bautista are classified as local streets (San Juan Bautista General Plan Update 2035 Background Report, 2013).

Existing Roadway Network

Regional access to the Plan Area is provided by U.S. 101 and SR 156. Roadway facilities that provide external linkages are as follows:

- **U.S. 101:** U.S. 101 is a major freeway that extends from southern California to northern California. The route interchanges with SR 156 approximately two miles from San Juan Bautista. U.S. 101 also has an interchange with SR 25 just north of the San Benito County line in Santa Clara County. U.S. 101 is a major commute route for the residents of San Juan Bautista to the San Francisco Bay Area.

The route is included in the California Freeway and Expressway System. It is a high Emphasis Focus Route in the Interregional Road System in San Benito County. It is also part of the National Highway System and included in the Strategic Highway Network (STRAHNET) and National Network for STAA Trucks. Trucks account for approximately 16 percent of the total traffic volume in San Benito County.

- **SR 156:** SR 156 is a major east-west highway that carries traffic between Highway 1 in Castroville and SR 152 in southern Santa Clara County. In San Benito County, SR 156 is the major route connecting the City of San Juan Bautista to the City of Hollister. The highway is a major commute route for the residents of San Juan Bautista and runs through the southern portion of the City. Additionally, the highway is a major truck route that carries goods between the Monterey Peninsula and San Benito County and the Central Valley via SR 152.

The highway is included in the California Freeway and Expressway System. SR 156 is a Priority Interregional Facility in the Interregional Road System, and is eligible for Scenic Highway System status. SR 156 is part of the National Highway System and is a designated STAA terminal access route.

Local Roadway Pattern

The City's road system consists primarily of a grid pattern with some limitations. SR 156 traverses the City from east to west just south of the City. The majority of the City is located

to the north of SR 156. Map 4.15-2 shows the hierarchy and configuration of the roadway network.

Map 4.15-2 Existing Roadway Configuration and Functional Classification



Source: San Juan Bautista Background Report, 2013

East-West Connections

The major east-west connections in the City are identified as follows:

- **First Street:** First Street is classified as a major collector. As First Street leaves downtown it becomes the San Juan Highway and turns north. The San Juan Highway connects with U.S. 101 north of San Juan Bautista. First Street is a two lane road with on-street parking in both directions within City limits.
- **Third Street/The Alameda/San Juan Canyon:** Third Street is considered the main street through downtown and is classified as a major collector. The majority of the City's commercial, retail, and mixed-use activities occur along Third Street. As Third Street leaves downtown it becomes The Alameda. The Alameda becomes San Juan Canyon road after crossing SR 156. Third Street is a two lane road with on-street parking in both directions.
- **Fourth Street:** Fourth Street is classified as a major collector. Fourth Street is a two lane road with on-street parking in both directions. It runs from Monterey Street to The Alameda through downtown.

North-South Connections

The major north-south connections in the City are identified as follows:

- **Monterey Street:** Monterey Street is classified as a major collector. Monterey Street is a two lane road with on-street parking in both directions. It runs from SR 156 to First Street through downtown.
- **Muckelemi Street:** Muckelemi Street is classified as a local road. Muckelemi Street is a two lane road with on-street parking in both directions. It runs from SR 156 to Second Street through downtown.

Existing Vehicle Operations

Analysis Methodology and Level of Service Standards

Traffic conditions for this Plan are evaluated using LOS, a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. Such standards can also be used to measure the user experience of all travelers in the transportation system, including pedestrians, bicyclists, and transit riders, using standards in the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Table 4.15-1 provides descriptions of LOS levels with respective thresholds of delay for signalized intersections. Table 4.15-4 provides similar information for unsignalized intersections.

Table 4.15-1 Signalized Intersection LOS Definitions Based on Control Delay

LOS	Description of Operations	Average Control Delay per Vehicle (sec)
A	Signal timing is extremely favorable. Most automobiles arrive during the green phase and do not stop at all. Short cycle length may also contribute to the low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than on LOS A, increasing vehicular delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high-volume-to capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation; that is, when arrival flow-rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delays.	Greater than 80.0

Source: National Research Council, 2000

Table 4.15-2 Other Intersection LOS Definitions

LOS	Description of Operations	Unsignalized Intersections Based on Delay	All Intersections Based on Critical Flow Volumes
		Average Control Delay per Vehicle (sec)	Volume to Capacity Ratio
A	Little or no traffic delay	10.0 or less	0.00 to 0.63
B	Short traffic delays	10.1 to 15.0	0.63 to 0.72
C	Average traffic delays	15.1 to 25.0	0.72 to 0.81
D	Long traffic delays	25.1 to 35.0	0.81 to 0.91
E	Very Long traffic delays	35.1 to 50.0	0.91 to 1.00
F	Extreme traffic delays	Greater than 50.0	Greater than 1.00

Source: National Research Council, 2000

The American Association of State Highway and Transportation Officials (AASHTO) prescribes levels of service for classes of roads in a rural setting as follows:

- Freeway: LOS B
- Arterial: LOS B
- Collector: LOS C
- Local: LOS D

Existing Intersections Levels of Service

To establish baseline traffic conditions in the Plan Area, an assessment of operation conditions was conducted. Recent studies have determined that the study intersections operate at acceptable LOS C or better, except for the two-way stop controlled intersection of SR 156 and Monterey Street, which operates at LOS D during both peak periods. Table 4.15-3 shows LOS at major intersections in the City based on the methods of the 2000 Highway Capacity Manual.

Table 4.15-3 Level of Service at Major Intersections in San Juan Bautista, CA

Intersection	Existing Control	Peak Hour	Existing Conditions		
			Delay ¹	Worst Delay ²	LOS
1 SR 156 & The Alameda	Signalized	AM	13.7	-	B ³
		PM	15.9	-	B ³
2 SR 156 & Monterey St.	TWSC	AM	0.4	27.9	D ⁴
		PM	0.7	28.5	D ⁴
3 Muckelemi St. & Monterey St.	AWSC	AM	7.3	-	A ⁴
		PM	7.1	-	A ⁴
4 Larios Dr. & Monterey St.	OWSC	AM	0.7	8.5	A ⁴
		PM	0.1	8.5	A ⁴
5 Third St. & Monterey St.	TWSC	AM	4.8	9.2	A ⁴
		PM	4.1	9.5	A ⁴
6 First St. & Monterey St.	AWSC	AM	7.2	-	A ⁴
		PM	7.1	-	A ⁴
7 First St. & Donner Street	OWSC	AM	0.2	9.1	A ⁴
		PM	0.2	9.3	A ⁴
8 3 rd St. & Muckelemi Street	AWSC	AM	7.1	-	A
		PM	7.4	-	A

TWSC = Two-Way Stop Controlled Intersection

AWSC = All-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

¹Whole intersection weighted average control delay expressed in seconds per vehicle.

²The worst case delay is normally the time it would take vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle.

³2035 San Benito County General Plan Update Draft Program Environmental Impact Report, 2013

Data Collected: 11/01/11

⁴Traffic Impact Study for the Proposed Christopher Ranch Development, 2014

Data Collected: 03/20/14

Existing Transit Operations

As of 2015, there are no fixed route transit operations within San Juan Bautista. The San Benito County Express does operate an inter-county bus, which stops in San Juan Bautista at Abbe Park on Muckelemy Street and north of the City at Anzar High School, but only on weekdays. The inter-county bus runs between Downtown Hollister and Downtown Gilroy. Weekday service is provided to Gavilan College, while weekend service is provided to the Gilroy Greyhound Bus Station. These locations provide a transfer point to Valley Transit Authority (VTA) or Monterey-Salinas Transit (MST) buses as well as to Caltrain commuter trains to the San Francisco Bay Area. Transfers can also be made to Amtrak trains or thruway buses and Greyhound buses. The weekday inter-county bus serves San Juan Bautista every 20 minutes between 7:00 AM and 8:00 AM, and then every hour from 8:00 AM to 5:00 PM. The weekend inter-county bus serves the City every 45 minutes from 8:00 AM to 10:20 AM and from 12:40 PM to 5:35 PM.

Paratransit

The San Benito County Express operates a Dial-A-Ride service on both weekdays and weekends. The County Express provides service to Hollister, San Juan Bautista, and areas as far as Tres Pinos. County Express operates an ADA Paratransit service only in the City of Hollister. A non-profit organization called Jovenes de Antano Transit Service provides specialized transportation for elderly and disabled persons in all of San Benito County.

Existing Pedestrian and Bicycle Facilities

The pedestrian network within the City is disconnected and not accessible to all users. There are a number of blocks that are missing sidewalks. In these sections, pedestrians either have to walk on dirt or gravel or in the roadway. Additionally, many of the existing sidewalks are in need of maintenance, as they are buckling due to tree roots or are impeded by shrubbery. Where sidewalks exist and cross a curb, curb ramps have been inconsistently implemented. These conditions do not accommodate all users and may force users with physical disabilities to share the roadway with automobiles (San Juan Bautista Background Report, 2013).

The City has one Class II Bikeway that extends from the intersection of First Street/North Street north into the County along San Juan Highway. This facility terminates at Anzar High School, just before the intersection of San Juan Highway and San Justo Road. Although bike parking is incorporated into the City Municipal Code, its implementation throughout the City has not been completed. Bicycle parking is available at Abbe Park, Luck Park, and at City Hall (San Juan Bautista Background Report, 2013).

4.15.2 STANDARDS OF SIGNIFICANCE

4.15.2.1 CEQA THRESHOLDS

As set forth in Appendix G to the State CEQA Guidelines, Section XVI, Transportation/Traffic, provides the following criteria to be used when determining if the proposed Plan would have a significant impact with regard to transportation and traffic. The Plan would significantly impact transportation and traffic if it would:

1. 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 (XVI.a);
2. 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 (XVI.b);
3. 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 (XVI.c);
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (XVI.d);
5. Result in inadequate emergency access; (XVI.e) or
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities (XVI.f).

4.15.2.2 ROADWAY AND INTERSECTION TRAFFIC OPERATIONS

Traffic conditions for most transportation facilities are evaluated using LOS. LOS is a qualitative description ranging from LOS A, which represents free-flow conditions where users experience little to no delay, to LOS F, which represents inhibited travel conditions with excessive delays. The levels of service for a particular transportation facility are typically based on the average amount of delay incurred by all drivers.

State Freeway Segment Thresholds of Significance

Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities where conditions are feasible.

San Benito County has established a LOS standard of D for facilities within the county to better serve non-auto modes of transportation and to promote the growth of development within the county. Therefore, for this analysis a project would have a significant impact on a state facility if, for either peak-hour:

- The LOS on the state facility degrades from an acceptable LOS D or better under baseline conditions to an unacceptable LOS E or F under project conditions, OR
- The level of service on the state facility is an unacceptable LOS E or F under baseline conditions, and the addition of project causes the MOE to degrade.

Roadway Segment Thresholds of Significance

For local roadways within San Juan Bautista, a significant impact could occur if the projected daily traffic volume exceeds the maximum average daily traffic (ADT) threshold for that roadway type as set forth by San Benito County. For this analysis, those locations with projected ADT volumes that exceed the maximum allowable threshold by more than 3,500 vehicles (about half the capacity of a normal travel lane) were identified as having potentially significant impacts. This approach builds flexibility in the analysis, because segments that exceed the threshold volume by only a small amount would be considered to be operating within the normal range.

Signalized Intersection Thresholds of Significance

The City of San Juan Bautista has adopted a LOS standard of C for all signalized intersections within the City limits; therefore, this analysis evaluates impacts to all intersections. The Plan is said to create a significant adverse impact on traffic conditions if, for any peak hour:

- The LOS at the intersections degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D, E, or F under project conditions, OR
- The intersection is already operating at an unacceptable LOS D, E, or F and the addition of project traffic causes the average intersection delay to increase beyond what it was without the project.

Unsignalized Intersection Thresholds of Significance

For unsignalized intersections in San Juan Bautista, the project is said to create a significant adverse impact on traffic conditions if, for any peak hour:

- *All-way Stop*: The average overall level of service at the intersection degrades from an acceptable LOS C or better under baseline conditions to an unacceptable LOS D, E, or F under project conditions, OR
- *All-way Stop*: The average overall level of service at the intersection is already at an unacceptable LOS D, E, or F and the addition of project delay caused the average intersection delay to increase beyond what it was without the project, OR
- *One- or Two-way Stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection degrades from an acceptable LOS C or better under baseline conditions without the project to an unacceptable LOS D, E, or F under project conditions, OR
- *One- or Two-way Stop*: The delay on the worst approach at a one- or two-way stop-controlled intersection is already at an unacceptable LOS D, E, or F without

the project and the additional of project traffic causes the delay on the worst stop-controlled approach to increase beyond what it was without the project.

4.15.2.3 METHODOLOGY

The Plan could affect future traffic patterns and adversely affect the transportation system of the City; therefore, a model was developed to determine the magnitude of impacts associated with the build out of the Plan. The build-out of the Plan refers to the preferred growth scenario in which all of the proposed increases in residents, housing units, and employment opportunities have been fully developed, and the proposed improvements to the circulation network within the City have been fully implemented. Future travel was estimated using a trip-based travel demand model, which is often referred to as a “four-step model.” The four steps of the model are identified as follows:

1. Trip Generation;
2. Trip Distribution;
3. Mode Choice; and
4. Trip Assignment.

The procedure was applied to the projected numbers of dwelling units and the projected number of new jobs. These projections determine the number of new trips generated by the build-out of the Plan. Assigned volumes were subjected to LOS analysis to assess the potential impacts of the projected new trips on traffic operations. The Appendix includes the data, methodology, and results of the analyses.

4.15.3 IMPACT DISCUSSION

The section discusses the Plan-specific and cumulative impacts related to transportation and traffic. This discussion is organized by the standards of significance.

TRANS-1 Build out of the proposed plan would result in **potentially significant** impacts to some intersection levels of service.

The Plan is potentially going to significantly impact travel by vehicular and non-motorized means and possibly reduce levels of service in certain segments of the transportation system. This would result from changes in land use in the Plan area, which would foster changes in travel patterns. For instance, increases in the size of certain land uses, such as an increase in commercial land uses that are proposed in the Plan can lead to increases in vehicular traffic, which would affect levels of service for all modes of transportation. Table 4.15-4 shows projected levels of service for key intersections in the Plan area. As shown, large delays suggest poor levels of service at intersections along SR 156 assuming there are no improvements to infrastructure.

Table 4.15-4 Projected LOS at Major Intersections with Existing Infrastructure

Summary of Future LOS Analyses - No Geometric Improvements							
Intersection		AM Peak			PM Peak		
#	Name	Delay	Worst Delay	LOS	Delay	Worst Delay	LOS
1	SR 156 & The Alameda	77.3		E	125.9		F
2	SR 156 & Monterey Street		89.1	F		144.4	F
3	Muckelemi Street & Monterey Street	7.9		A	8.7		A
4	Larios Drive & Monterey Street		9.7	A		8.8	A
5	Third Street & Monterey Street		11.9	B		11	B
6	First Street & Monterey Street	9.8		A	11.5		B
7	First Street & Donner Street		9.9	A		10.3	B
8	Third Street & Muckelemi Street	8.1		A	8.2		A
Summary of Future LOS Analyses - With Geometric Improvements							
Intersection		AM Peak			PM Peak		
#	Name	Delay	Worst Delay	LOS	Delay	Worst Delay	LOS
1	SR 156 & The Alameda	35		C	34		C
2	SR 156 & Monterey Street	18.4		B	19.2		B
3	Muckelemi Street & Monterey Street	7.9		A	8.7		A
4	Larios Drive & Monterey Street		9.7	A		8.8	A
5	Third Street & Monterey Street		11.9	B		11	B
6	First Street & Monterey Street	9.8		A	11.5		B
7	First Street & Donner Street		9.9	A		10.3	B
8	Third Street & Muckelemi Street	8.1		A	8.2		

It is noteworthy that this is a worst case scenario. In reality, the compact clustering of development would enable use of alternate modes, such as public transit, walking and biking. Vehicular flow conditions could also be mitigated with improvements in both physical infrastructure and in traffic operations. The proposed Plan contains the following policies and programs to mitigate such potential impacts to a level of non-significance.

Policy CI 2.1.1

Adopt a multi-modal level of service along major thoroughfares.

Program CI 2.1.1.1

Calibrate multi-modal level of service model for San Juan Bautista.

Program CI 2.1.1.2

Establish a minimum multi-modal level of service for San Juan Bautista.

Policy CI 2.1.2

Increase safety at The Alameda and State Route 156 for all modes.

Applicable Regulations:

City of San Juan Bautista LOS Standards

Significance before Mitigation: Potentially Significant

TRANS-2 Build out of the Plan would result in **no impacts** to a local 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.

As there is no county or city congestion management programs in place for the City of San Juan Bautista or San Benito County, this threshold of significance does not apply.

Applicable Regulations: None

Significance before Mitigation: No Impact

TRANS-3 Build out of the Plan would result in **no impact** to local air traffic patterns including either an increase in traffic levels or a change in locations that results in substantial safety risks.

There are no public or private airports or airstrips in the planning area, currently or planned. The closest airports are Frazier Lake Airpark in Hollister, 8 miles away from the City, and Hollister Municipal Airport, 8 miles away from the City. As a result the Plan's effect on this threshold of significance is found to not apply. Additionally, there are no helipads in the planning area.

Applicable Regulations: None

Significance before Mitigation: No Impact

TRANS-4 Build out of the Plan would result in **less-than-significant** increased hazards due to design features (e.g. sharp curves or dangerous intersections) or incompatible uses.

All development under the Plan would be subject to design and safety standards, specified under the San Juan Bautista Municipal Code, which references the California Building Code and portions of the International Fire Code. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regards to ensuring user safety. A potential intersection of concern is the existing at-grade crossing of SR 156 at The Alameda, which is slated to remain so under the Plan. The following policies and programs are also contained in the Plan in attempt to ensure that safety hazards and incompatible uses do not increase in the Plan area.

Policy CI 1.1.1

Implement Complete Streets policy per CA Complete Streets Act (AB 1358).

Policy CI 1.2.1

Maintain safe and functional pedestrian facilities for all users.

Program CI 1.2.1.3

Identify and prioritize unsafe roadway locations for redesign and rehabilitation.

Policy CI 1.3.1

Maintain safe and functional bicycle facilities for all users that meet or exceed minimum standards set forth in the California Highway Design Manual.

Program CI 1.3.1.4

Distinguish main bike routes from automobile traffic, which may include techniques such as bicycle route striping, use of shared-roadways (termed “sharrows”), use of multi-use paths, or methods that provide physical separation.

Applicable Regulations:

California Complete Streets Act of 2008 (AB 1358)

San Juan Bautista Municipal Code

Significance before Mitigation: Less than Significant

TRANS-5 Build out of the Plan would result in **no significant** impacts to adequate emergency access.

All development under the Plan would be subject to design and safety standards, specified under the San Juan Bautista Municipal Code, which references the California Building Code and portions of the International Fire Code. As with current practice, all future roadways would be designed and reviewed in consultation with engineers to determine their compliance with these codes and regulations with regards to adequate emergency access.

Applicable Regulations:

San Juan Bautista Municipal Code

Significance before Mitigation: Not Significant

TRANS-6 Build out of the Plan would result in **less-than-significant** conflicts with adopted policies, plans or programs concerned with public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

San Juan Bautista, along with all other cities in California, must comply with the California Complete Streets Act of 2008 (AB 1358), requiring that cities ensure that local streets meet the needs of all users. The Plan includes several policies and programs which support public transit, bicycle, and pedestrian facilities while ensuring adequate vehicular facilities.

Policy CI 1.1.1

Implement Complete Streets policy per CA Complete Streets Act (AB 1358).

Program CI 1.1.1.2

Convert The Alameda, First Street, Second Street, Third Street, Fourth Street, Monterey Street, Lang Street, Muckelemy Street, San Juan Canyon Road, San Juan Highway, Old San Juan-Hollister Road, and Washington Street into complete streets.

Policy CI 1.2.1

Maintain safe and functional pedestrian facilities for all users.

Policy CI 1.2.2

Connected pedestrian facilities.

Program CI 1.2.2.3

Connect existing and future recreational trails to the City pedestrian network.

Policy 1.3.1

Maintain safe and functional bicycle facilities for all users that meet or exceed minimum standards set forth in the California Highway Design Manual.

Program CI 1.3.1.4

Distinguish main bike routes from automobile traffic, which may include techniques such as bicycle route striping, use of shared routes ("sharrows"), use of multi-use paths, or methods that provide physical separation.

Policy CI 2.2.1

Expand County transit service to improve access to neighboring cities.

Policy CI 2.2.3

Provide equitable access to public transit and para-transit options.

Applicable Regulations:

California Complete Streets Act of 2008 (AB 1358)

Significance before Mitigation: Less than Significant

4.15.3.1 CUMULATIVE IMPACTS

TRANS-7 Build out of the Plan, in combination with past, present, and reasonably foreseeable projects would result in **less than significant** additional cumulative considerable impacts.

Cumulative impacts to transportation and traffic resulting from implementing the General Plan are to be addressed locally on a case by case basis during development through implementation of goals, objectives, and policies of the Plan. These policies emphasize walking and biking in the City center while increasing regional connectivity for all users through all modes of transportation. Through the policies proposed in the Plan (and previously identified in this impact discussion) potential increases in traffic as a result of proposed development would be mitigated to a level of non-significance.

4.15.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

TRANS-1 Build out of the proposed plan would result in **potentially significant** impacts to some intersection levels of service.

Mitigation Measure TRANS-1:

In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures should be put in place. With new State requirements (Complete Streets Act – AB1358 – of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal. Some measures would create travel environments to enable users switch to non-motorized modes, such as walking and biking; other measures would promote use of public transit; while nevertheless others would

require geometric improvements to better accommodate the automobile. As identified in the appendix to this section, some would involve the addition of turn bays, restriction of on-street parking, creation of bus pullouts, while others may ultimately require the addition of through lanes on such major arteries as SR 156 and The Alameda. Project determination for improvements at SR 156 and The Alameda will be undertaken via Caltrans' Intersection Control Evaluation (ICE) process. This evaluation includes: identifying all solution concepts and conducting an engineering analysis of the intersection generally by direct study.

Under today's multi-modal travel requirements, acceptable levels of service are no longer for auto drivers only, but averaged over all users. Therefore mitigation measures should be implemented to achieve sufficient capacity for walkers, bikers, transit passengers, and autos.

Transportation & Traffic References

- California Department of Transportation (CALTRANS) (2013) Intersection Control Evaluation (ICE) Policy Directive. Retrieved from:
<http://www.dot.ca.gov/hq/traffops/policy/13-02.pdf>
- City of San Juan Bautista, CA. (2013). Draft San Juan Bautista 2035 General Plan. Prepared by California Polytechnic State University, San Luis Obispo.
- City of San Juan Bautista, CA. (2013). Draft San Juan Bautista 2035 General Plan Background Report. Prepared by California Polytechnic State University, San Luis Obispo.
- County of San Benito, CA. (2010). Draft San Benito County General Plan Background Report. Prepared by Mintier Harnish.
- County of San Benito, CA. (2013). 2035 San Benito County General Plan Draft Program Environmental Impact Report. Transportation and Traffic. Prepared by Hexagon Transportation Consultants Inc.
- Traffic Study for the Proposed Christopher Ranch Residential Development. (2014). Prepared by Hexagon Transportation Consultants, Inc.
- National Research Council (U.S.). (2000). Highway capacity manual. Washington, D.C: Transportation Research Board, National Research Council.

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4.16 UTILITIES

Would the proposed Plan:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 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"/>
4. 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"/>
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 6. 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"/> |
| 7. 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"/> |

This chapter discusses the potential impacts of the build out of the proposed Plan on utility service systems. These systems include: water, wastewater, storm water drainage, and solid waste.

4.16.1 WATER SERVICE

4.16.1.1 ENVIRONMENTAL SETTING

This section describes the existing condition and availability of water resources, as well as the potential impacts from build out of the proposed Plan and associated demand. This section focuses on provision of water resources, further information can be found in Section 4.9 'Water Quality'.

4.16.1.1.1 REGULATORY FRAMEWORK

This section discusses federal and State regulations and programs related to provision of water services.

Federal Regulations

U.S. Environmental Protection Agency

Federal Safe Drinking Water Act (SDWA)

The U.S. Environmental Protection Agency (EPA) sets drinking water standards for local jurisdictions to meet. All water providers, except wells serving less than 25 people, must meet the standards set forth by the SDWA. These standards are met by removing all

contaminates, natural and human caused. Regulation is done at the local level by Regional Water Quality Control Boards.

State Regulations

State Water Resources Control Board

California Porter-Cologne Water Quality Control Act

The California Porter-Cologne Water Quality Control Act, passed in 1969, gave authority to the State Water Resource Control Board to govern water quality and water rights in the State. This statute also established the Regional Water Quality Control Boards to monitor and assess local and regional water quality in day to day operations. It is the role of the Regional Water Control Boards to regulate discharges that have potential effects on local surface and/or groundwater.

California Department of Water Resources

Senate Bill 610 and 221 (SB 610 and 221)

SB 610 and 221 were passed in 2001 to address the Urban Water Management Planning Act, which SB 610 amended. SB 221 references both the Urban Water Management Plan and the Urban Water Shortage Contingency Analysis. Both SB 221 and SB 610 ensure adequate water supplies to California's communities through coordination of local water supply and land use decisions. SB 610 requires local water assessments for inclusion under CEQA (California Environmental Quality Act) for certain projects defined by Water Code 10912. Consequently, under SB 221, local approval of certain subdivisions requires official verification of adequate water supply.

California Groundwater Management Act

AB 3030 offers direction to local agencies in creating voluntary Groundwater Management Plans in designated groundwater basins. These plans have the authority to finance basin management by increasing revenue. Locally, The *Gilroy-Hollister Valley Groundwater Basin, Hollister Area Subbasin* (2004) report catalogs geomorphology, water level trends, and water quality. In 2014, the California legislature passed the California Groundwater Management Act, which will supersede AB 3030, but will not go into effect until 2017.

California Sustainable Groundwater Management Act

The California Sustainable Groundwater Management Act and its component bills: AB 1739, SB 1168, and SB 1319, provide specific authority to a groundwater sustainability agency to impose fees and provide technical assistance to entities that extract or use groundwater. Best management practices will be published by January 1st, 2017. SB 1168 expands the relevant information in groundwater plans to include adverse impacts on local habitat and local stream flows. All high and medium priority basins subject to critical conditions of overdraft are to be managed under a groundwater sustainability plan by January 31st, 2020, and all other high or medium priority basins must be managed by a groundwater sustainability plan by January 31st, 2022.

The Water Conservation Act of 2009 (Senate Bill X7-7)

Senate Bill X7-7 requires all water suppliers to increase efficiency. “The legislation sets an overall goal of reducing per capita urban water use by 20% by December 31, 2020. The state shall make incremental progress towards this goal by reducing per capita water use by at least 10% by December 31, 2015” (California Department of Water Resources). If urban water suppliers do not meet the goals by 2016, they will not be eligible for State water grants or loans.

State Updated Model Landscape Ordinance (AB 1881)

AB 1881 amends AB 325, the Water Conservation in Landscape Act of 1990. AB 325 required the California Department of Water Resources to implement a Model Ordinance stating “that landscape design, installation, and maintenance can and should be water efficient” (California Department of Water Resources, 2010). AB 1881 requires the Department of Water Resources to update the model ordinance in accordance with the *Water Smart Landscapes for California* (2005) report.

California Department of Housing and Community Development

Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)

Under SB 1087, local governments must coordinate housing stock and water supply by requiring jurisdictions to provide the adopted housing element to the local water and sewer providers. Service providers must grant priority to proposed development that includes affordable units for lower-income households.

4.16.1.1.2 EXISTING CONDITIONS

Water Service

According to the *Draft San Juan Bautista 2035 General Plan* (2014) the “area has adequate groundwater resources” to accommodate forecasts for increased demand. Service will need to be expanded, but the cost should be supplemented by development fees outlined in the proposed Plan (p. 146). San Juan Bautista does have issues with water quality which are addressed in Section 4.9 ‘Water Quality’.

Water Resource

The City’s water is provided by groundwater resources and held in a water treatment plant reservoir with a capacity of 1,250,000 gallons. The San Felipe Project also provides water for agricultural use, with an annual allocation of 1.2 acre-feet per year. Farms also use private wells to supplement this supply (City of San Juan Bautista, 2013). The water for City of San Juan Bautista municipal water service is provided by two wells on the southeast end of the City. A third well is a standby water source due to high nitrate levels, and supplied no water to the City in 2013. (City of San Juan Bautista, 2014). *The 2013 San Benito County Water District Annual Groundwater Report* identifies “north county groundwater sub-basins as sources of long-term supply” (San Benito County Water District, 2013, p.6)

4.16.1.2 STANDARDS OF SIGNIFICANCE

4.16.1.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to water service if it would:

1. Have insufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; or
2. Require or result in the construction of new water facilities or expansion of existing facilities, the construction of which may cause significant environmental effects.

4.16.1.2.2 METHODOLOGY

Evaluation of the potential impact to water services was based on a comparison of the projected service need and Annual Groundwater Reports published by the San Benito County Water District, which outline both usage and resource patterns in the region.

4.16.1.2.3 IMPACT DISCUSSION

The following section discusses the Plan-specific impacts related to water services.

US-1	Build-out of the proposed Plan would result in less-than-significant impacts in regards to sufficient water supplies for the service area.
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Build out of the proposed Plan would increase demand for residential and urban water use. A significant impact would result if build out would result in insufficient water supplies from existing entitlements and resources, or if new entitlements and resources would be required.

The proposed Plan would increase the population by 1,310 (41%) by 2035. Table 4.16-1 and Table 4.16-2 illustrate residential water use in 2010, and a 41% increase to represent residential water use in 2035 if there was no additional water conservation.

Table 4.16-1 Metered Water Deliveries 2010 in Million Gallons

Sector	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Single Family Residential	1.13	2.08	2.92	1.96	1.57	0.97	6.20	5.13	4.26	3.10	5.28	2.09	36.69
Multi-family Residential	0.74	1.97	3.06	2.67	0.97	0.81	4.57	3.57	3.01	2.97	4.97	1.94	31.25
Commercial/ Institutional	0.75	0.40	0.40	0.90	0.17	1.12	3.05	1.81	2.42	0.90	2.33	1.14	15.77
Other	0.10	0.13	0.19	0.10	0.30	0.40	0.44	0.00	0.43	0.00	0.99	0.35	3.43
Total Urban Retail	2.72	4.58	6.95	5.63	3.01	3.30	14.26	10.51	10.12	6.97	13.75	5.52	87.14

Source: California Department of Water Resources (2010)

Table 4.16-2 Metered Water Deliveries at 141% of 2010 in Million Gallons to reflect 2035 without conservation

Sector	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Single Family Residential	1.59	2.37	4.12	2.76	2.21	1.37	8.74	7.23	6.01	4.37	7.44	2.95	51.73
Multi-family Residential	1.04	2.25	4.31	3.76	1.37	1.14	6.44	5.03	4.24	4.19	7.01	2.74	44.06
Commercial/ Institutional	1.06	0.46	0.56	1.27	0.24	1.58	4.30	2.55	3.41	1.27	3.29	1.61	22.24
Other	0.14	0.15	0.27	0.14	0.42	0.56	0.62	0.00	0.61	0.00	1.40	0.49	4.84
Total Urban Retail	3.84	5.22	9.80	7.94	4.24	4.65	20.11	14.82	14.27	9.83	19.39	7.78	122.87

If San Juan Bautista continues using residential water at the same per-capita rate, the City will use 112.87 million gallons (or 438.78 acre feet) per year in 2035. This is a conservative estimate due to statewide conservation efforts, and the implementation of the California Groundwater Management Act, and the future implementation of the Sustainable Groundwater Management Act. Water deliveries to the region vary per year, but the recent drought has resulted in decreased deliveries and an increased reliance on groundwater which remains the region's major source of water. Groundwater elevations are currently well above historic lows, but an increase in drought years could overtax groundwater resources. As of 2014, groundwater elevations do not indicate overdraft (San Benito County Water District, 2014).

Water quality is a limiting factor for the basin. See Section 4.9 'Water Quality' for more information.

Additionally, the proposed Plan includes the following policies and program that would reduce the impact to water demand:

Policy PF 1.2.1

Maintain adequate water capacity for residents and businesses. New Development should only be permitted when water services can be provided without threatening the level of service to the rest of the city.

Policy PF 1.2.3

Provide extensions of City potable water service only to properties within the designated sphere of influence (SOI). Do not extend service or sell capacity to development on agricultural or open space lands outside the City's Urban Growth Boundary.

Program PF 1.2.3.1

Produce an annual report to the City Council on water capacity and actual use. Use this information to determine where and when capital improvements are needed.

Applicable Regulations:

Federal Safe Drinking Water Act

California Porter-Cologne Water Quality Control Act

California Senate Bill (SB) 610 and 221

California Urban Water Management Planning Act

California Groundwater Management Act

California Sustainable Groundwater Management Act

State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])

Significance Before Mitigation: Less-than-significant

US-2 Build-out of the proposed Plan would result in **potentially significant** impacts in regards to the construction of new water facilities or expansion of existing facilities.

The proposed Plan aims to serve water users within the city with a centralized municipal system with high-quality water. Decentralized well systems and water quality problems have plagued the City, and new construction and expansion will be necessary to meet these important goals. Most notably the City plans to build a new “pellet plant”. The proposed Plan seeks to expand water service where feasible so that City services are not overtaxed too quickly as the City grows.

The likely impacts of construction of a new “pellet plant” are outlined in table 4.16 – 3

Table 4.16 -3 Possible Impacts of Pellet Plant Construction

Possible Impacts of Constructing and Operating a "Pellet Plant".	
Types of Potentially Affected Environmental Resources	Possible Impacts
Aesthetics	New facilities could be visible and cause negative impacts.
Agriculture	Some agriculture land could be taken out of production where the plant would be located.
Air Quality	Air quality could be adversely affected by the operation of construction equipment.
Cultural Resources	Historic, prehistoric, and ethnographic resources could be affected by the construction and operation of new facilities.
Geological and Soils	Construction activities could result in an increase in erosion and sedimentation. Poor siting could result in a seismic hazard.
Mineral Resources	Project siting could interfere with extraction of minerals at known or yet to be discovered mineral sites.
Hazards and Hazardous Materials	Construction and operation could result in the use of hazardous materials.
Noise	Noise could be adversely affected by the operation of construction equipment.
Transportation	Local roads would experience increased traffic during the construction phase.

Construction of the “pellet plant” would require independent environmental review separate from this assessment.

Furthermore, the proposed Plan includes the following policies and program that would reduce the environmental impact of increasing water services.

Policy PF 1.2.1

Maintain adequate water capacity for residents and businesses. New Development should only be permitted when water services can be provided without threatening the level of service to the rest of the city.

Policy PF 1.2.3

Provide extensions of City potable water service only to properties within the designated sphere of influence (SOI). Do not extend service or sell capacity to development on agricultural or open space lands outside the City’s Urban Growth Boundary.

Program PF 1.2.3.1

Produce an annual report to the City Council on water capacity and actual use. Use this information to determine where and when capital improvements are needed.

Applicable Regulations:

Federal Safe Drinking Water Act

California Porter-Cologne Water Quality Control Act

California Senate Bill (SB) 610 and 221

California Urban Water Management Planning Act

California Groundwater Management Act

State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])

Significance Before Mitigation: Less-than-Significant

US-3	Build-out of the proposed Plan, in combination with past, present, and reasonably foreseeable growth, would result in less-than-significant cumulative impacts with respect to water supply.
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A significant cumulative impact would result if, in combination with past, present, and reasonably foreseeable growth, build-out of the proposed Plan would exceed the ability of the City to adequately provide water. The impact is not significant because a combination of ample groundwater supply, conservation efforts, and conversion from agriculture to residential use is not expected to outpace water supply and replenishment in the proposed Plan time horizon. Regional and Statewide management strategies, such as the Sustainable Groundwater Management Act, are in place in case drought conditions worsen and water deliveries slow and the region depends more on shared groundwater resources.

The 2035 *San Benito County General Plan Draft Program Environmental Impact Report Appendix E Water Supply Evaluation* (2011), which assessed regional water supply, concluded that "...future supplies will meet demands in normal and drought years. Groundwater pumping from the San Benito County portion of the Gilroy Hollister groundwater basin, which has been sustained at higher rates in the past, can increase in times of drought to account for foreseeable shortfalls in CVP supply" (San Benito County, 2011 p.11). Due to a projected conversion of 1,925 acres of irrigated agriculture to urban use, water use in the County is only expected to increase by 8.2%, despite the 51.7% increase in population. Projected water use in San Benito County is 76,960 AF in 2035. In Hollister, per capita water use is expected to increase due to anticipated increase in industrial uses, to 2,669 in 2035. (San Benito County, 2011).

Applicable Regulations:

Federal Safe Drinking Water Act

California Porter-Cologne Water Quality Control Act

California Senate Bill (SB) 610 and 221

California Urban Water Management Planning Act

California Groundwater Management Act

State Updated Model Landscape Ordinance (Assembly Bill 1881 [2006])

Significance Before Mitigation: Less-than-significant

4.16.2 SEWER SERVICE

4.16.2.1 ENVIRONMENTAL SETTING

This section describes the existing condition of sewer services, and the potential impacts from build out of the proposed Plan and associated demand. The proposed Plan suggests moving the City's wastewater treatment plant. Movement of the plant would require adherence with the most recent federal, State, and local laws.

4.16.2.1.1 REGULATORY FRAMEWORK

This section discusses federal and State policies and regulations regarding wastewater and sewer services.

Federal Regulations

U.S. Environmental Protection Agency

The National Pollution Discharge Elimination System (NPDES)

The National Pollution Discharge Elimination System (NPDES) program is implemented locally by the Central Coast Water Quality Control Board on behalf of the Environmental Protection Agency. The NPDES program is administered via Section 402(p) of the Federal Clean Water Act, and aims to reduce pollution from point sources into stormwater discharge. Permits are often required for projects discharging into lakes, streams, or other water bodies. Construction permits are required for projects disturbing more than one acre. Permits require elimination or reduction of non-stormwater discharges into stormwater systems or other waters of the United States and the development, implementation, and monitoring of a Storm Water Pollution Prevention Plan (SWPPP).

The Clean Water Act (CWA)

Under the Clean Water Act it is illegal to discharge any pollutant from a point source into navigable waters without an NPDES permit. According to the EPA: "point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters" (EPA, 2014)

State Regulations

State Water Resources Control Board

All public sewer collection systems with more than one mile of pipe must adhere to the General Waste Discharge Requirement (Order No. 2006-0003). This requirement requires that public operators control the volume of waste discharged by all feasible methods, to prevent sewer waste from entering the storm sewer system, and to create a Sewer System Management Plan (SSMP). Furthermore, the order also requires storm sewer overflows to be reported to the California State Water Resources Control Board. Locally, the California State Water Resources Control Board delegates authority to the Central Coast Regional Water Quality Control Board.

California Department of Housing and Community Development

Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)

Under SB 1087, water and sewer requirements for developments that include affordable housing to lower-income households must be given priority via adopted written policies. Water and sewer providers are prohibited from denying, adding conditions to approval, or reducing the level of service to proposed development applications which include affordable housing for lower-income households.

4.16.2.1.2 EXISTING CONDITIONS

Sewer Service

The current wastewater treatment plant can process flows greater than the current average in the City, and can therefore accommodate the expected increase in wastewater production. In addition, the proposed Plan recommends relocating the wastewater treatment plant outside of the City. Relocation of the wastewater site would require an additional study to understand the best options for growth and most recent mandated requirements by the Regional Water Resource Quality Control Board (RWQCB).

According to the City of San Juan Bautista's website, the RWQCB issued a Cease and Desist order regarding the Total Dissolved Solids (TDS) in the effluent, and the City is working to address the order. The City is working on achieving the TDS standards by building a new pellet water softener plant that would reduce the need for in-home use of water softeners, which increase the saline content of wastewater to noncompliant levels.

4.16.2.2 STANDARDS OF SIGNIFICANCE

4.16.2.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to sewer services if it would:

1. Exceed wastewater treatment requirements of the Regional Water Quality Control Board;
2. Result in the construction of new water or wastewater treatment facilities or expansion of existing facilities which would cause significant environmental impact; or
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments

4.16.2.2.2 METHODOLOGY

Evaluation of the potential impact to sewer services was based on a comparison of the proposed Plan and the Central Coast Regional Water Quality Control Board's standards.

4.16.2.2.3 IMPACT DISCUSSION

The following section discusses the Plan-specific and cumulative impacts related to sewer services. It analyzes, discusses, and responds to each potential impact as identified by CEQA Appendix G.

US-4 Build-out of the proposed Plan would result in **potentially significant** impacts related to wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The City provides sewer to most properties inside city limits, while most residents of the unincorporated area are on septic systems. The City's sewer plant is run by Bracewell Engineering. It has a dry capacity 270,000 gpd, and wet capacity of 500,000 gpd. In 2012, peak flows reached 176,000 gpd. Even with a 41% increase in population, the sewage plant currently has enough capacity to accommodate wastewater from build out of the proposed Plan. Furthermore, the Plan proposes creating a new sewer plant (City of San Juan Bautista, 2013).

In the early 2000s the City had multiple issues meeting water quality standards. In 2002, the California Department of Health forced shut down of Well #3, and the City spent six years addressing issues involving nitrate contamination. Recently, issues of groundwater contamination forced Well #2 to shut down, in addition to Well #3. In case Well #1 becomes contaminated, the City is working on an emergency backup supply, and garnering funds for a "pellet plant" to address groundwater quality issues. Since that time, the nitrate problem in Well #2 has been addressed, and it is now back in production.

The City may have adequate capacity to treat wastewater, but already has difficulty meeting wastewater standards set by the Regional Water Quality Control Board.

The proposed Plan includes the following policies and programs to address water quality and wastewater provisions.

Policy PF 1.1.1

Maintain land uses around City wells that minimize the risk of groundwater contamination. When private development occurs around a City well, require the provision of a replacement well if the development could potentially have an adverse impact on well water quality.

Policy PF 1.1.2

Improve potable water quality and groundwater quality by treating water to a higher standard before delivery to residents and businesses.

Program PF 1.1.2.2

Promote and incentivize the removal of home water softeners once water quality goals are met to reduce the salinity in wastewater.

Program PF 1.1.2.3

Produce an annual report to the City Council on water quality. Use this information to determine whether the City is meeting state water quality standards.

Program PF 1.3.2.2

As part of the City's Capital Improvements Program, reduce infiltration and inflow problems at the City's wastewater treatment plant by improving the trunk line leading from the collection system into the wastewater plant. Undertake other capital improvements as determined necessary by the plant operator and City Engineer.

Program PF 1.3.2.3

Develop a plan for the long-term expansion or relocation of the City's wastewater treatment plant, or begin planning a second facility.

Policy CO 2.1.1

Improve groundwater quality by maintaining high potable water quality standards.

Program CO 2.1.1.1

Finish and implement plans for a 'pellet plant' that will treat water in central location before it is delivered to customers.

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)

Clean Water Act (CWA)

State Water Resources Control Board

Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)

Significance Before Mitigation: Potentially Significant

US-5	Build-out of the proposed Plan would result in a potentially significant impact on the environment, since the construction of new wastewater treatment facilities or expansion of existing facilities would be required, the construction of which may have a significant impact on the environment.
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The proposed Plan suggests relocating the current wastewater treatment plant, and using the previous site as open space. Relocating the plant would result in a potentially significant impact, because it would require building a new wastewater treatment plant, the construction of which could potentially cause a significant impact to the environment. Building the new plant would

mitigate issues discussed in impact US-4, accommodate future growth and employ the most up-to-date treatment technologies (City of San Juan Bautista, 2014b).

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)

Clean Water Act (CWA)

State Water Resources Control Board

Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)

Significance Before Mitigation: Potentially Significant

US-6 The proposed Plan would have a **less-than-significant** impact on the wastewater treatment provider which serves or may serve the project in terms of having adequate capacity to serve the proposed Plan's projected demand.

Build out of the proposed Plan would have a significant impact if the future predicted demand for wastewater services would exceed service capacity. As discussed in impact US-4, the City's treatment plant has capacity to serve the projected increase in population through 2035. Furthermore, as discussed in impact US-5, a new plant could be scaled to accommodate growth.

The proposed Plan includes the following policies and programs to address increased demand of wastewater facilities.

Policy PF 1.3.1

Allow individual septic systems within the sphere of influence only where the City cannot feasibly provide sewer service and where the County Health Department has determined that sufficient area and soil conditions exist for a septic tank leach field or other accepted method of effluent disposal. In such cases, the use of septic systems should be discontinued when City sewer service becomes available.

Policy PF 1.3.2

Provide extensions of City sewer service only to properties within the designated sphere of influence. Do not extend service to development on agricultural or open space lands outside the City's sphere of influence.

Program PF 1.3.2.3

Develop a plan for the long-term expansion or relocation of the City's wastewater treatment plant, or begin planning a second facility.

Program PF 8.1.1.2

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses during the time frame of this General Plan.

Policy PF 8.1.2

Ensure that sewer and water monthly user fees are adequate to cover City operating costs.

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)

Clean Water Act (CWA)

State Water Resources Control Board

Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)

Significance Before Mitigation: Less-than-significant

US-7 The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in **potentially significant** cumulative impacts with respect to wastewater.

Built out of the proposed Plan would have a significant impact if it results in the construction of new treatment facilities. As discussed in US-4, the City's plant, despite having adequate capacity, already has problems meeting RWQCB standards, and as discussed in US-5, the proposed Plan recommends building a new plant.

The proposed Plan includes the following policies and programs to address the impacts of wastewater services.

Policy PF 1.1.1

Maintain land uses around City wells that minimize the risk of groundwater contamination. When private development occurs around a City well, require the provision of a replacement well if the development could potentially have an adverse impact on well water quality.

Policy PF 1.1.2

Improve potable water quality and groundwater quality by treating water to a higher standard before delivery to residents and businesses.

Program PF 1.1.2.2

Promote and incentivize the removal of home water softeners once water quality goals are met to reduce the salinity in wastewater.

Program PF 1.1.2.3

Produce an annual report to the City Council on water quality. Use this information to determine whether the City is meeting state water quality standards.

Policy PF 1.3.1

Allow individual septic systems within the sphere of influence only where the City cannot feasibly provide sewer service and where the County Health Department has determined that sufficient area and soil conditions exist for a septic tank leach field or other accepted method of effluent disposal. In such cases, the use of septic systems should be discontinued when City sewer service becomes available.

Policy PF 1.3.2

Provide extensions of City sewer service only to properties within the designated sphere of influence. Do not extend service to development on agricultural or open space lands outside the City's sphere of influence.

Program PF 1.3.2.2

As part of the City's Capital Improvements Program, reduce infiltration and inflow problems at the City's wastewater treatment plant by improving the trunk line leading from the collection system into the wastewater plant. Undertake other capital improvements as determined necessary by the plant operator and City Engineer.

Program PF 1.3.2.3

Develop a plan for the long-term expansion or relocation of the City's wastewater treatment plant, or begin planning a second facility.

Program PF 8.1.1.2

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses during the time frame of this General Plan.

Policy PF 8.1.2

Ensure that sewer and water monthly user fees are adequate to cover City operating costs.

Policy CO 2.1.1

Improve groundwater quality by maintaining high potable water quality standards.

Program CO 2.1.1.1

Finish and implement plans for a 'pellet plant' that will treat water in central location before it is delivered to customers.

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)

Clean Water Act (CWA)

State Water Resources Control Board

Water and Sewer Service Priority for Housing Affordable to Lower-Income Households (SB 1087)

Significance Before Mitigation: Potentially Significant

4.16.3 STORMWATER DRAINAGE

4.16.3.1 ENVIRONMENTAL SETTING

This section discusses the regulatory framework and existing conditions of storm water drainage in San Juan Bautista, as well as the potential impacts of the proposed Plan. There is no coordinated drainage system in place in the City. Stormwater runoff is conveyed through storm drains, roadside ditches, and curbs and gutters, eventually moving into San Juan Creek and into the San Benito River (City of San Juan Bautista, 2013).

4.16.3.1.1 REGULATORY FRAMEWORK

This section discusses federal regulations regarding stormwater. There are no State or local regulations directly applicable to stormwater.

Federal Regulations

U.S. Environmental Protection Agency

The National Pollution Discharge Elimination System (NPDES)

The National Pollution Discharge Elimination System (NPDES) program is implemented by locally by the Central Coast Water Quality Control Board on behalf of the Environmental Protection Agency. The NPDES program is administered via Section 402(p) of the Federal Clean Water Act, and aims to reduce pollution from point sources into stormwater discharge. Permits are often required for projects discharging into lakes, streams, or other water bodies. Construction permits are required for projects disturbing more than one acre. Permits require elimination or reduction of non-stormwater discharges into stormwater systems or other waters of the United States and the development, implementation, and monitoring of a Storm Water Pollution Prevention Plan (SWPPP).

The Clean Water Act (CWA)

Under the Clean Water Act it is illegal to discharge any pollutant from a point source into navigable waters without an NPDES permit. According to the EPA, point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however,

industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters” (EPA, 2014).

4.16.3.1.2 EXISTING CONDITIONS

Stormwater Drainage

According to the proposed Plan there is no coordinated drainage system in place. However, curb and gutter installation is required for new development (City of San Juan Bautista, 2013, p. 147).

4.16.3.2 STANDARDS OF SIGNIFICANCE

4.16.3.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to storm water and drainage services if it would:

1. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities.

4.16.3.2.2 METHODOLOGY

Evaluation of the potential impact to drainage facilities was based on the City's current management strategies and projected needs from build out of the proposed Plan.

4.16.3.2.2 IMPACT DISCUSSION

The following section discusses the Plan-specific and cumulative impacts related to drainage facilities.

US-8	Build-out of the proposed Plan may result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause less-than-significant environmental effects.
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The City of San Juan Bautista does not have a coordinated drainage system, but the City does have a “wish list” of drainage projects which need funding to be implemented. The City would therefore likely improve drainage facilities even without impacts of build out of the proposed Plan.

Development under the proposed Plan has the potential to increase stormwater runoff, due to an increase in permeable services due to urban land use conversion, and construction activities. Construction projects disturbing more than one acre of land are legally required to obtain a State Water Resource Control Board (SWRCB) Construction General Permit. These permits require the creation of a Storm Water Pollution Prevention Plan and implementation of Best Management Practices (BMPs) to prevent excess runoff from excessive runoff.

Furthermore, the proposed Plan recommends the following policies and programs to address stormwater impacts.

Policy PF 2.1.1

Promote the orderly and efficient expansion of the storm drainage system to meet existing and projected needs.

Policy PF 2.1.2

Require drainage improvements for new development that mitigate both on-site and off-site drainage impacts attributable to that development.

Policy PF 2.1.3

Allow urban development south of San Juan-Hollister Road (SR-156) only after storm drainage and flood control master plan for the area has been developed.

Program PF 2.1.3.1

Work with potential project developers to fund a flood control master plan.

Program PF 2.1.3.2

Complete the planned storm water channel from Mission Vineyard Road to the SR-156 Bridge and the 60" pipe connecting the West Fork Creek, across The Alameda/Salinas Hwy and along Mission Vineyard Road 700ft, to the planned channel.

Policy PF 2.1.4

Prohibit the illegal construction of buildings, roads, driveways, levees, and ditches that impede the flow of stormwater and cause drainage problems on adjacent properties and roads.

Program PF 2.1.4.1

As part of the City's Capital Improvements Program (under PF 8.1.1.1), identify projects to correct storm drainage problems on City streets, including those at the following locations (not listed in priority order):

- Washington Street at Third Street and Fourth Street intersection
- Seventh Street between Washington and Polk
- Franklin Circle (south end of Franklin Street)
- The Alameda between SR 156 and San Juan-Hollister Road
- Third Street between Tualam Street and Jefferson
- The Alameda between Pearce and Franklin
- Lang Court lift station to connect to The Alameda

Program PS 2.2.1.2

Maintain existing program with the CA Conservation Corp, local landowners, and San Benito County to clear streams of debris, vegetation, and illegal structures to allow for stormwater flows.

Program PF 8.1.1.2

Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses during the time frame of this General Plan.

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)

Clean Water Act (CWA)

State Water Resources Control Board (SWRCB)

Significance Before Mitigation: Less-than-significant

US-9 Build-out of the propose Plan, in combination with past, present, and reasonably foreseeable development, would result **less-than-significant** cumulative impacts with respect to stormwater facilities.

Due to the lack of coordinated drainage systems in the City, implementation of the plan may exceed the existing capacity of stormwater facilities. However, implementation of policies discussed in US-8 would prevent rapid build-out without supportive stormwater infrastructure, as new construction is required to provide curb-and-gutter and contribute to stormwater infrastructure through development fees.

Applicable Regulations:

The National Pollution Discharge Elimination System (NPDES)

Clean Water Act (CWA)

State Water Resources Control Board (SWRCB)

Significance Before Mitigation: Less-than-significant

4.16.4 SOLID WASTE

4.16.4.1 ENVIRONMENTAL SETTING

This section discusses the regulatory framework and existing conditions of disposal of solid waste and the associated facilities in San Juan Bautista. Furthermore, this section describes the potential for significant impacts to solid waste facilities under full build out of the proposed Plan.

4.16.4.1.1 REGULATORY FRAMEWORK

This section discusses federal and State regulations and goals applicable to solid waste disposal.

Federal Regulations

U.S. Environmental Protection Agency

Resource Conservation and Recovery Act

The U.S. Environmental Protection Agency (EPA) has authority under the Resource Conservation and Recovery Act (RCRA) to control hazardous waste from “cradle to grave”, i.e. from generation through disposal, including transportation, storage, and treatment. The RCRA sets guidelines for the management of non-hazardous solid waste.

State Regulations

California Department of Resources Recycling and Recovery (CalRecycle)

California Integrated Waste Management Act (AB 939)

The California Integrated Waste Management Act of 1989 originally required cities and counties to divert 50% of solid waste from landfills by January 1, 2000. AB 939 also set forth a goal for California Counties to provide at least 15 years of ongoing capacity. Under AB 939, cities and counties are required to prepare a Source Reduction and Recycling Element for CalRecycle. In 2007, SB 1016 amended AB 939 and established a per capita disposal measurement system. CalRecycle sets per capita targets. Diversion programs must be submitted in a report to CalRecycle annually. In 2011, AB 321 set a State wide goal of at least 75% of waste being diverted through reduction, recycling, or composting by 2020.

California Solid Waste Reuse and Recycling Access Act

The California Solid Waste Reuse and Recycling Access Act of 1991 gives authority to the California Integrated Waste Management Board (CIWMB) to construct a model ordinance which outlines provisions for adequate areas for collecting and loading recyclable materials for new development projects after September 1st, 1994. For subdivisions and single family homes, recycling provisions only need to serve the needs within the subdivision.

4.16.4.1.2 EXISTING CONDITIONS

Solid Waste Management

According to the *Draft San Juan Bautista 2035 General Plan* (2014), solid waste is managed by the County of San Benito's Integrated Waste Management Department. The County has achieved the diversion goal of 50% set forth by AB 939. The City sends 836 tons of waste to John Smith Road Landfill in an average year. In 2012, the countywide average residential disposal rate was 2.41 pounds per capita per day, lower than the statewide average of 4.3 pounds per day, and the lowest state disposal rate to date. Due to the capacity of the John Smith Road Landfill, along with the waste reduction programs, there is not expected to be a need to alter solid waste management in the time horizon of the proposed Plan (City of San Juan Bautista, 2014, p. 146-147).

4.16.4.2 STANDARDS OF SIGNIFICANCE

4.16.4.2.1 CEQA THRESHOLDS

According to Appendix G of the CEQA Guidelines (2014), the proposed Plan would have a significant effect on the environment with respect to solid waste services if it would:

1. Be served by a landfill with insufficient permitted capacity to accommodate the project's service needs; or
2. Not comply with federal, state, and local statutes and regulations related to solid waste.

4.16.4.2.2 METHODOLOGY

Evaluation of the potential impact to solid waste services was based on a comparison of the proposed Plan and CalRecycle's John Smith Road Landfill Expansion Project Initial Study.

4.16.2.2.2 IMPACT DISCUSSION

The following section discusses the proposed Plan-specific and cumulative impacts related to solid waste management.

US-10	The current landfill has adequate capacity through 2035 to accommodate build-out of the proposed Plan. Therefore, build-out of the proposed Plan would result in less-than-significant impacts with regards to solid waste capacity.
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The proposed Plan would result in a significant impact if build-out of the plan would create waste disposal needs that would result in insufficient landfill capacity. Table 4.16-4 illustrates the amount of waste generated by build-out of the plan area.

Table 4.16-4 Solid Waste Generation in San Juan Bautista

Parameter	2010	2035 Projected
Population	1862	3175
Per-capita disposal rate per day (lbs)	2.41	2.41
Total disposal rate per day* (lbs)	4487	7652
Total disposal rate per day (tons)	2.24	3.83
*based on 2012 per capita disposal rate		
<i>Source: Population; City of San Juan Bautista, 2014b Per-capita disposal rate; City of San Juan Bautista, 2014a</i>		

The John Smith Landfill is permitted to receive up to 1,000 tons of waste day, and could continue operation until 2032 if it received 500 tons per day. Due to low per-capita disposal rate and low population of the City, the impact to landfill capacity is less-than-significant.

Furthermore, the proposed Plan includes the following policies and programs which would reduce waste generation and demand for landfill capacity.

Policy PF 3.1.1

Investigate and identify alternatives to standard disposal practices as cost-effective and environmentally-sound technologies become available.

Policy PF 3.1.2

All new development should establish that solid waste disposal and recycling resources are sufficient to accommodate new demand, and where sufficient capacity does not exist, provide additional facilities to accept additional demand.

Program PF 3.1.2.1

Condition approval of new development projects on the availability of adequate solid waste collection, disposal, and diversion/recycling resources to serve the new development.

Program PF 3.1.2.2

Require new development to include on-site recycling facilities and an ongoing regular program of pickup and disposal from the site. For residential developments, recycling and solid waste disposal facilities and pickup schedules shall be aligned to simplify use for residents.

Program PF 3.1.2.3

Subject new commercial and industrial development to impact fee assessment or development conditions sufficient to address unique characteristics of solid waste generated by the development.

Policy PF 4.1.1

Promote the reduction, reuse, and recycling of solid waste.

Program PF 4.1.1.1

Establish composting programs for residential, commercial, agricultural activities.

Program PF 4.1.1.2

Develop a recycling community outreach and education program to increase awareness and diversion rates.

Policy PF 4.1.2

Businesses and industries should reduce the use of non-biodegradable and non-recyclable materials.

Program PF 4.1.2.1

Increase voluntary participation of businesses in the Monterey Bay Area Green Building Program.

Policy PF 4.1.3

Construction sites should provide for the reuse, recycling, or salvage of construction materials.

Applicable Regulations:

Resource Conservation and Recovery Act

California Integrated Waste Management Act

California Solid Waste Reuse and Recycling Access Act

Significance Before Mitigation: Less-than-significant

US-11	Build-out of the proposed Plan would have a less-than-significant impact on the City's ability to comply with federal, State, and local statutes and regulations related to solid waste.
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A significant impact would result if the proposed Plan would not comply with federal, State, or local statutes.

The City has met its diversion goal of 50% (AB 939), and current waste disposal rates are only 56% of the statewide average. Furthermore, as discussed in impact US-10, the proposed Plan includes policies and programs to reduce future disposal needs and comply with State standards.

Applicable Regulations:

Resource Conservation and Recovery Act
California Integrated Waste Management Act
California Solid Waste Reuse and Recycling Access Act

Significance Before Mitigation: Less-than-significant

4.16.5 SUMMARY OF POTENTIAL IMPACTS AND MITIGATION MEASURES

The following mitigation measures are expected to mitigate potential significant impacts with regards to utilities to less-than-significant levels.

US-2	Build-out of the proposed Plan would result in potentially significant impacts in regards to the construction of new water facilities or expansion of existing facilities.
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Mitigation US-2:

The City shall only construct a new pellet plant when it can be reasonably illustrated that the City has sufficient financial resources and technological expertise to meet any obligations placed upon them by the State of California and its permitting agencies.

US-4	Build-out of the proposed Plan would result in potentially significant impacts related to wastewater treatment requirements of the applicable Regional Water Quality Control Board.
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Mitigation US-4a:

Implement Mitigation US-2.

Mitigation US-4b:

New development shall only be approved if the wastewater treatment plant can treat anticipated demand without compromising the requirements and treatment levels in the applicable NPEDS permit. If the proposed development may require additional facilities to maintain compliance with

the NPEDS permit, the city shall consider requiring impact fees which they deem reasonable and appropriate.

Significance After Mitigation: Less-than-significant

US-5 Build-out of the proposed Plan would be **potentially significant** with regards to impacts on the environment, since the construction of new wastewater treatment facilities or expansion of existing facilities would be required.

Mitigation US-5:

Mitigation US-5: Implement Mitigation Measure US-2.

Significance After Mitigation: Potentially Significant

US-7 The Plan, in combination with past, present, and reasonably foreseeable development, would result in **potentially significant** cumulative impacts with respect to wastewater.

Mitigation US-7a:

Implement Mitigation Measure US-2.

Mitigation US-7b:

Implement Mitigation Measure US-4b.

Mitigation US-7c:

New development shall only be approved if the wastewater treatment plant can treat anticipated demand without compromising the requirements and treatment levels in the applicable NPEDS permit. If the proposed development may require additional facilities to maintain compliance with the NPEDS permit, the city shall consider requiring impact fees which they deem reasonable and appropriate.

Significance After Mitigation: Less-than-significant

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5. SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The Executive Summary in Chapter 1 contains Table 1-1, which summarizes the proposed Plan's impacts, mitigation measures, and levels of significance before and after mitigation. These policies and actions from the proposed Plan and mitigation measures, where available, would reduce the level of impacts to less than significant.

Also shown in this EIR are significant unavoidable adverse impacts that cannot be reduced to a less than significant level. Significant unavoidable adverse impacts are found within the following EIR elements:

- Agricultural Resources
- Cultural Resources
- Hydrology and Water Quality
- Population and Housing
- Utility Systems

These elements and their CEQA thresholds are outlined below in Table 5-1.

Table 5.1 Significant Unavoidable Adverse Impacts of the Proposed Plan

Element	CEQA Threshold
4.2 Agricultural Resources	AG-1: The proposed Plan would result in potentially significant impacts by converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmlands to non-agricultural use.
	AG-2: Other changes in the existing environment, due to their location or nature, may result in conversion of Farmland to non-agricultural use.
4.5 Cultural Resources	CULT-1: The proposed Plan may conflict with an applicable plan, policy, or regulation adopted for the purpose of protecting historical resources.
	CULT-2: The proposed Plan may conflict with an applicable plan, policy, or regulation adopted for the purpose of protecting archaeological resources.

	CULT-3: The proposed Plan may conflict with an applicable plan, policy, or regulation adopted for the purpose of protecting human remains from disturbance.
4.9 Hydrology and Water Quality	HY-7: Build-out of the proposed Plan would result in potentially significant impacts in regards to placing housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary map, Flood Insurance Rate Map, or other flood hazard delineation map.
4.13 Population and Housing	POP-1: The proposed Plan may potentially induce substantial population growth directly, by proposing new homes and business, and through extension of roads and other infrastructure.
4.13 Utility Systems	US-5: Build-out of the proposed Plan would have a potentially significant impact on the environment, since the construction of new wastewater treatment facilities or expansion of existing facilities would be required.

San Juan Bautista is unable to mitigate any of these significant adverse impacts to a less-than-significant level; therefore all of these impacts would remain significant but unavoidable. Details for each of these impacts can be found in the elements' corresponding sections in Chapter 4 of this EIR.

6 ALTERNATIVES

The proposed Plan is described and analyzed in this EIR, with an emphasis on potentially significant impacts and recommended mitigation measures to avoid those impacts. The California Environmental Quality Act (CEQA) guidelines require a comparative analysis of a reasonable range of alternatives to the proposed Plan that could attain most of the basic objectives of the project in a feasible manner. If the alternative with the least environmental impact is the No Project Alternative, then the EIR must also designate the next most environmentally superior alternative.

The purpose of this discussion is to inform the public and decision makers of feasible alternatives that would avoid or substantially lessen any significant effects of the Plan and to compare the alternatives to the proposed Plan.

This chapter includes an evaluation of three alternatives to the proposed Plan. CEQA Section 15126.6(e) requires the consideration of a “No Project alternative” in every EIR. For the City of San Juan Bautista 2035 General Plan, the “No Project Alternative” is classified as the Business as Usual Alternative. In this alternative, the proposed Plan would not be adopted and the existing plans and policies would continue to be implemented until 2035. Consistent with CEQA Guidelines Section 15126.6(b), the other two alternatives selected for analysis “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly. The three alternatives are:

No Project Alternative; referred to as the Business as Usual scenario in the Plan

Under this alternative, the proposed Plan would not be adopted, and future development would be guided by the existing goals, policies, programs, and land use designations in the 1998 General Plan. Existing plans, including the 2009-2014 housing element, would continue to be implemented. Build out of the No Project Alternative would result in 243 new residents and 167 new housing units in the City of San Juan Bautista, for a total of 2,105 persons and 848 housing units.

Clustered Growth Alternative

The Clustered Growth Alternative advocates growth in specific areas of San Juan Bautista, with the goal of creating a connected network of activity hubs. This alternative assumes a higher density of housing and commercial development, focusing housing growth within a quarter of a mile of services and amenities. This alternative proposes compact development to be focused within City limits, specifically downtown. In addition, walking, biking, and transit use would be encouraged, as the alternative would invest in regional attractions as a way of reconnecting the north and south portions of San Juan Bautista. This alternative would accommodate an additional 560 housing units and 397 additional jobs, specifically focusing on agriculture, light industry, retail, and tourism, while preserving open space. This development alternative advises growth in the following four areas:

- Muckelemy Street near State Route 156
- Old San Juan-Hollister Road

- The Downtown Core on Third Street/The Alameda
- Lang Street, south of State Route 156.

The Clustered Growth Alternative prioritizes mixed-use zoning designations, centralized open and public spaces, and the formation of activity hubs to further unify and connect the city.

Dynamic Growth Alternative

The Dynamic Growth Alternative focuses growth in specific areas within San Juan Bautista to encourage commercial growth that would support residential service needs and provide a diverse range of residences. Service and light industrial sector job growth are prioritized. Another important part of this alternative is the relocation of the wastewater treatment facility, which can be accomplished by expanding the City boundary. Development would be concentrated in four key areas: The Alameda/Third Street, Muckelemy Street, the historic Downtown, and South of State Route 156. Circulation in the Dynamic Growth Alternative emphasizes walking and biking in the City center through concentrated development and road infrastructure improvements. The Dynamic Growth Alternative would accommodate an additional 843 housing units as well as 637 new jobs.

Table 6-1 compares the estimated build-out potential of the proposed Plan and the three alternative development scenarios. The alternatives provide different population estimates as well as housing numbers due to different assumptions and development in different areas around the City.

Table 6-1 Comparison of Estimated Build-out of Plan Alternatives

	Residents	New Housing Units	New Jobs
Proposed Plan	3,175	1,415	197
No Project Alternative	2,105	560	90
Clustered Growth Alternative	3,175	560	410
Dynamic Growth Alternative	3,175	843	637

Table 6-2 compares the No Project, Clustered Growth, and Dynamic Growth Alternatives with the proposed Plan in terms of the environmental impacts in the 16 impact areas.

Table 6-2 Comparisons of Development Alternatives

	No Project Alternative	Clustered Growth Alternative	Dynamic Growth Alternative
Aesthetics	-	=	=
Agricultural Resources	--	+	+
Air Quality	--	=	=
Biological Resources	--	=	=
Cultural Resources	-	=	=
Geology and Soils	-	-	=
Greenhouse Gas Emissions	-	=	-
Hazards and Hazardous Materials	-	=	=
Hydrology and Water Quality	--	-	-
Land Use and Planning	--	=	=
Mineral Resources	=	=	=
Noise	-	-	-
Population and Housing	-	=	-
Public Services and Recreation	--	-	--
Transportation and Traffic	--	-	=
Utilities and Services	--	-	--

- ++** Substantial Improvement compared to the proposed Plan
- +** Slight Improvement compared to the proposed Plan
- =** Similar to the proposed Plan
- Slight deterioration compared to the proposed Plan
- Substantial deterioration compared to the proposed Plan

6.1 NO PROJECT ALTERNATIVE

6.1.1 PRINCIPAL CHARACTERISTICS

Under the No Project Alternative, the San Juan Bautista General Plan would not be adopted, and future development in the City would be subject to the 1998 General Plan's goals, policies, programs, and land use designations. Development under the No Project Alternative would ultimately focus on scattered low and medium density residential development. The No Project Alternative would ultimately lead to development that would degrade prime agricultural land and or be placed within the FEMA Flood Hazard Zone. The No Project Alternative would support auto-dependent transportation and land use planning.

Possible outcomes of this alternative include relying on old growth standards, lack of incorporation of new developments on the northern end of the City, and a slowing of public infrastructure construction such as a water treatment plant to assist the City in complying with standards set by the Regional Water Quality Control Board. City development standards will not meet new state codes, including storm water runoff and groundwater standards. Despite a more sprawling growth pattern than the proposed Plan, the No Project Alternative proposes 855 fewer housing units and 107 fewer jobs than the proposed Plan.

The No Project Alternative, in its entirety, would result in a *substantial deterioration* in environmental quality in comparison to the proposed Plan. Without the development of adequate policy measures and objectives that clearly mitigate the impacts described in the following impact discussion.

Figure 6.1 is a map of the land uses proposed under the No Project Alternative.

Figure 6.1 No Project Conceptual Land Use Map

Source: Cal Poly San Luis Obispo, 2014

6.1.2 IMPACT DISCUSSION

The No Project Alternative would have the following impacts relative to the proposed Plan:

6.1.2.1 AESTHETICS

The proposed Plan elaborates on some of the more generalized policies found in the 1998 General Plan. For example, the 1998 General Plan contains Policy C-5, “discourage the siting of building or structures in a manner which blocks vistas or view corridors”. The proposed Plan contains similar, but more detailed, language. An example of this is Program OS 3.1.2.4: “create and implement mitigation for new development that may have significant impact on the City by obstructing access to visual resources”. Visual quality, such as the scenic vista aspect of aesthetics, would be addressed under the No Project Alternative, but would receive more protection under the proposed Plan due to more detailed policies. In conclusion, the proposed Plan contains more detailed policies and programs that protect aesthetics in San Juan Bautista.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.1.2.2 AGRICULTURAL RESOURCES

Continuing the land use, growth, and density patterns from the 1998 General Plan, the No Project Alternative growth scenario would result in further urban expansion outside of City limits, especially in areas north of the City. Scattered low- and medium-density residential development would continue to dominate, and prime agricultural land to the north of the City would ultimately be degraded.

The 1998 General Plan also includes fewer policies that strongly support the preservation of agricultural resources, such as the proposed Plan's Policy LU 1.1.1, which gives priority to agricultural uses in existing agricultural areas, and additional programs that aim to preserve the agriculture industry in San Juan Bautista. The proposed Plan contains more policies and programs that support agricultural resource preservation and encourage infill development.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

6.1.2.3 AIR QUALITY

The proposed No Project Alternative is expected to generate new housing development and encourage infill development with productive residential, commercial, and light industrial uses. Therefore, the No Project Alternative would result in a reduction in long-term air pollutant emissions from construction activities, transportation, removal of some agriculture land, and energy use associated with new commercial development, but an increase in emissions associated with residential development. San Juan Bautista is in attainment of all federal air quality standards, but in non-attainment for the state's ozone and respirable particulates standards. Continued violations are expected under the No Project Alternative.

The proposed Plan includes policies and programs to limit the exposure of sensitive receptors to air pollutants and odors. These policies include:

- Program CO 2.2.1.1 - Sensitive Receptors;
- Policy CO 2.2.1.2 - Idling Buses;
- Program HE 6.2.3.4 - Engine replacement and retrofit program;
- Program CO 3.3.1.1 - Establish early warning system to alert public to remain indoors on poor air quality days; and
- Program CO 4.3.1.1 - Expand the energy action strategy to include Greenhouse Gas Emission Reductions.

In addition, the proposed Plan includes programs and policies that encourage the use of smart land use decisions to lower emission impacts. These programs include:

- Program CO 2.2.2.2 - Promote compatible land uses near agricultural zoned properties;
- Program HE 6.1.1.2 - Where decisions on land use may result in emissions of pollution that pose significant health risks, consider options, including possible relocation, recycling,

redevelopment, rezoning, process changes, incentive programs, and other types of land use regulations; and

- Program HE 6.1.3.2 - Encourage the incorporation of pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measure in planning design.

The No Project Alternative would not result in the adoption of these programs and policies, potentially increasing the risk of exposing sensitive receptors to new sources of air pollutant emission or objectionable odors and maintaining automobile centric transportation policies.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

6.1.2.4 BIOLOGICAL RESOURCES

Under the No Project Alternative, development would continue to expand into open space, agricultural lands, and undeveloped areas where habitat may be available for important plant and animal species. The result of this style of growth would be encroachment of low-density residential development into natural habitats and negative impacts to sensitive species and biological resources. Vital wetland areas would be especially impacted by continuation of this development method.

Many of the goals, policies, and programs of the proposed Plan that support biological resource protection would not be implemented. Policy OS 3.3.1, for example, increases protection for sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations. Additionally, the proposed Plan contains policies and programs that support infill development, protection of prime agricultural lands, and protection of wildlife habitat, air quality, and water resources. These proposed policies would help maintain or improve wildlife habitats.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison of the proposed Plan.

6.1.2.5 CULTURAL RESOURCES

The proposed Plan elaborates on some of the more generalized policies found in the 1998 General Plan, through additional programs and policies. The 1998 General Plan states that any growth that is proposed can cause potential impacts to cultural resources both known and unknown. Growth is proposed in both the 1998 General Plan and the proposed Plan. The proposed Plan is a slight improvement over the No Project Alternative because it contains more policies, programs, and objectives that protect cultural resources. Program HPCD 1.1.1.1, for example, expands the boundaries of the existing Third Street Historic district to include the Mission San Juan Bautista and State Historic Park. The increased specificity in the proposed Plan in comparison to the No Project Alternative results in net improvement, even though it may also result in potentially significant and unavoidable impacts.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.1.2.6 GEOLOGY AND SOILS

The No Project Alternative encourages the development of low-density single-family homes that will continue to encroach upon undeveloped land. Existing California development regulations render most development subject to similar seismic risks.

The 1998 General Plan has several policies and programs that discourage development in high-risk areas such as steep slopes (Policy S-1). It also maintains local development review procedures that are consistent with existing regulatory framework in California. The proposed Plan continues these policies and programs, along with additional programs that promote the geologic resiliency of future development. As a result, the proposed Plan would disturb fewer soils and do so with greater caution.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.1.2.7 GREENHOUSE GAS EMISSIONS

In comparison to the No Project Alternative, the proposed Plan would result in a slight improvement in the per-capita emissions of greenhouse gasses, but a substantial increase in terms of overall emissions, due to more residential and commercial development. The proposed Plan focuses residential and commercial growth on vacant parcels within the City, and allows for more mixed residential and commercial development, when compared to the No Project Alternative. The proposed Plan's emphasis on compact development would result in a less sprawling land use pattern, leading to less reliance on automobile travel for short trips within the City. This would reduce average vehicle-miles-traveled for residents, which would, in turn, reduce transportation related emissions. In addition, the proposed Plan contains many programs and policies that will reduce future GHG emissions, but would not be adopted under the No Project Alternative.

Therefore, the No Project Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.1.2.8 HAZARDS AND HAZARDOUS MATERIALS

The No Project Alternative would result in the conversion of open space and agricultural lands into residential and commercial land uses. Agricultural and open space lands are unlikely to harbor hazardous materials, therefore this development pattern would likely lead to less risk associated with the production or disposal of hazardous waste in comparison to that of the proposed Plan. Also, existing State and federal regulations such as the Resource Recovery and Reinvestment Act preclude development on sites containing hazardous materials. In regards to aviation hazards, no significant impact is expected due to the lack of an operational airfield within the project area. However, more development resulting from the No Project Alternative will be located adjacent to "High" Fire Hazard Severity zones. Finally, build-out of the No Project Alternative would potentially interfere with and impair emergency response plans and/or emergency evacuation plans. Policies in the proposed Plan promote the use of defensible space in order to reduce the risk of structure fires.

Therefore, the No Project Alternative is *slight deterioration* in comparison to the proposed Plan.

6.1.2.9 HYDROLOGY AND WATER QUALITY

The No Project Alternative would result in a substantial deterioration in water quality compared to the proposed Plan. San Juan Bautista will continue to face challenges in regards to its water quality and risk of flooding. The City has been out of non-compliance with water quality standards established by the Regional Water Quality Control Board (RWQCB) for several years. Without the construction of the pellet plant outlined in the proposed Plan, the City will not be able to meet the effluent water quality standards of the RWQCB. The City also currently relies upon an uncoordinated patchwork curb and gutter system and roadside ditches to manage its stormwater and surface water runoff. Without the completion of a coordinated stormwater management system, the City will remain susceptible to flooding during heavy precipitation episodes and vulnerable to continued degradation of water quality.

The No Project Alternative would also result in continued sprawl of the City's residential developments. The continued conversion of open space and agricultural lands would likely lead to a change in surface area cover, increasing impervious surface area and further impacting the surface hydrology and water quality within the City's limits.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

6.1.2.10 LAND USE AND PLANNING

The proposed Plan would not physically divide an existing community, nor would its implementation result in significant conflicts with applicable land use plans and policies.

The No Project Alternative would continue the scattered development pattern throughout San Juan Bautista. The City would continue with the development of low and medium density housing, accommodating the forecasted 560 additional housing units by 2035. However, the No Project Alternative would require residential development to expand outside of the City limits in order to maintain the same pattern of low-density housing. Thus, agricultural lands north of the City would most likely be converted to residential uses.

The proposed Plan contains policies and programs that support environmental protection of San Juan Bautista, including water and air quality. While the No Project Alternative would not result in new significant impacts in comparison to the proposed Plan, this alternative would not include the goals, policies, and programs from the proposed Plan designed to connect the City and provide greater housing, conservation, and circulation opportunities.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the previous General Plan.

6.1.2.11 MINERAL RESOURCES

Under the No Project Alternative, there would be no direct impacts to mineral resources, such as proposing land uses that encroach on a Mineral Resource Zone, an active mine, and/or an active processing site. Although the City's urban footprint would potentially expand due to the larger area of proposed development, the nearest land use activities associated with mineral resources,

such as Williams Quarry, are a significant distance away from the City and are unlikely to conflict with build out of this alternative.

In addition, although the development pattern under the No Project Alternative would be much less efficient due to urban sprawl, this alternative proposes 855 less housing units, as well as 127 less jobs than the proposed Plan. Therefore, regionally significant mineral resources, such as concrete aggregate from quarries across San Benito County, would likely be used cumulatively less in construction when new residential and commercial units are built compared to the proposed Plan. However, significantly less industrial land uses are recommended in this alternative compared to the proposed Plan, which could potentially encourage an increase in local production of mineral resources. Thus, the potential benefit of having less demand for construction materials is negated through the potential consequence of not encouraging enough industrial activity that supports mineral resource activities. This results in an insignificant difference between the two alternatives.

Furthermore, it is important to note that impacts can significantly change depending on the type of development that actually takes place. For example, the individual development projects proposed in the future can have varying demands for construction materials as they relate to mineral resources.

Therefore, the No Project Alternative is *similar* to the proposed Plan when considering impacts to mineral resources on a regional level.

6.1.2.12 NOISE

Development under the No Project Alternative would have to follow the noise standards set forth in the City of San Juan Bautista General Plan adopted in 1998, which regulates noise levels in terms of the land use designation found in the City. Similar to the proposed Plan, the No Project Alternative would allow potentially sensitive receptors to be located adjacent to an existing noise source, primarily along SR 156, The Alameda/Third Street, as well as Muckelemi Street.

Given that there would be more housing located adjacent to SR 156 and expanding south of the City, this alternative would bring sensitive noise receptors within close proximity of significant noise producers. Unlike the proposed Plan, the No Project Alternative does not consolidate growth or limit developments along SR 156.

Therefore, the No Project Alternative is a *slight deterioration* in noise impacts in comparison to the proposed Plan.

6.1.2.13 POPULATION AND HOUSING

In the No Project Alternative, the population will increase 13 percent by 2035, adding a total of 243 residents; however, the scenario will only create 167 new housing units in the San Juan Bautista, and produce 90 new jobs based on current jobs per acre ratios.

As a mandatory requirement of State Housing Law, the Regional Housing Needs Allocation (RHNA) is a critical part of a jurisdiction's periodic update of the Housing Element (Government Code Section 665580 et. Seq). The RHNA allocates a 3 percent increase in additional housing

units to San Juan Bautista. Prior Housing Elements for San Juan Bautista were not certified because they did not allocate the housing needed for a population growth rate of at least three percent per year. Under the No Project Alternative, the number of housing units projected would not meet this requirement.

Given that the No Project Alternative sets a target of 90 jobs in San Juan Bautista, vacant land is needed to meet this target. The City of San Juan City's vacant land is dispersed on smaller parcels throughout the City, which may not be able to provide an adequate number of jobs. Therefore job growth may need to extend outside the City limits. Future employment needs cannot be met within city limits, and low-density development will necessitate encroachment into prime agricultural lands surrounding the City.

Nevertheless, this alternative proposes very few changes to the area as a whole, thus the commercial growth would be minimal and take place through the infill of vacant lots for services, retail, or office uses. Transportation would be a combination of what the City has today – the continuation of the San Benito County Express lines with minimal bicycle and pedestrian expansion. Circulation would remain auto-oriented with few pedestrian and bicycle facilities. Moreover, the alternative would continue low-density development, potentially encroaching into agricultural land with little change to circulation and provide minimal housing or employment opportunities.

Therefore, the No Project Alternative would be a *slight deterioration* in comparison to the proposed Plan.

6.1.2.14 PUBLIC SERVICES AND RECREATION

The No Project Alternative would result in little to no change in public services and recreation in San Juan Bautista. Fire and Police Service goals would remain the same, but not reflect recent mutual aid agreements and upgrades, especially to the new Fire Department and responsibility Area 4. Parks and school services would not be improved and expanded, resulting in degraded and overcrowded public facilities. The alternative would maintain parkland goals of 3 acres per-person, lower than the new County Standards of 5 acres per-person. Library service goals would not be updated to reflect recent technological upgrades appropriate for a modern city. Most notably, the No Project Alternative does not reflect the most recent Association of Monterey Bay Area Governments (AMBAG) population projections.

In comparison, the proposed Plan supports the expansion of public services through the implementation of goals, policies, and programs. The proposed Plan offers three school expansion plans to accommodate the forecasted increase of 102 K-8 students and recommends an additional 13.8 acres of parkland, which would meet and exceed County standards of 5 acres of parkland per person.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

6.1.2.15 TRANSPORTATION AND TRAFFIC

The No Project Alternative would result in fewer housing units and less jobs than the proposed Plan. Due to the shortfall, there would also be fewer auto trips generated when compared to the proposed Plan. Thus, a level of service analysis for this alternative is not required. In contrast, the proposed Plan's traffic analysis, before mitigation measures, would embody the worst-case situation in terms of level of service.

Moreover, although fewer trips would be generated in this alternative, travel in the City would continue to be primarily auto-oriented. Public transportation infrastructure and facilities would be a combination of the existing network and any currently approved expansions, which would likely lead to little increase in the use of public transportation in the City. Pedestrian and bicycle facilities would most likely remain in the current state, providing little incentive to the residents of the City to use alternative modes of transportation.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison of the proposed Plan.

6.1.2.16 UTILITIES AND SERVICES

The No Project Alternative would not result in the updating of utility service systems and infrastructure to maintain acceptable level of service for the projected population in 2035. The No Project Alternative would not reflect changes in California law and standards, which is especially pertinent in regards to water supply and quality. In addition, it would not reflect recent challenges at the wastewater treatment plant or improve stormwater drainage. The No Project Alternative would maintain the wastewater treatment plant at its current location, which is embedded within a developed area and could potentially create an olfactory nuisance. The No Project Alternative would also maintain an outdated solid waste plan that does not reflect current California recycling standards.

The proposed Plan supports the development of a pellet plant to treat water and encourage the removal of at-home water softeners, which are detrimental to the water quality of the effluent. The Plan, through Program PF 1.3.2.3, promotes possible relocation of the sewer plant, removing it from the interior of the City, as well as scaling it to accommodate future growth. The proposed Plan also updates the General Plan to reflect the current landfill the City uses and supports composting, biodegradable materials, and increasing voluntary green-building. Programs, such as PF 2.1.4.1, identify key projects to improve urban drainage. The proposed Plan reflects changes in State law and current stormwater best management practices by utilizing low-impact development.

Therefore, the No Project Alternative is a *substantial deterioration* in comparison to the proposed Plan.

6.2 CLUSTERED GROWTH ALTERNATIVE

6.2.1 PRINCIPAL CHARACTERISTICS

The Clustered Growth Alternative to the proposed Plan concentrates growth in four key areas:

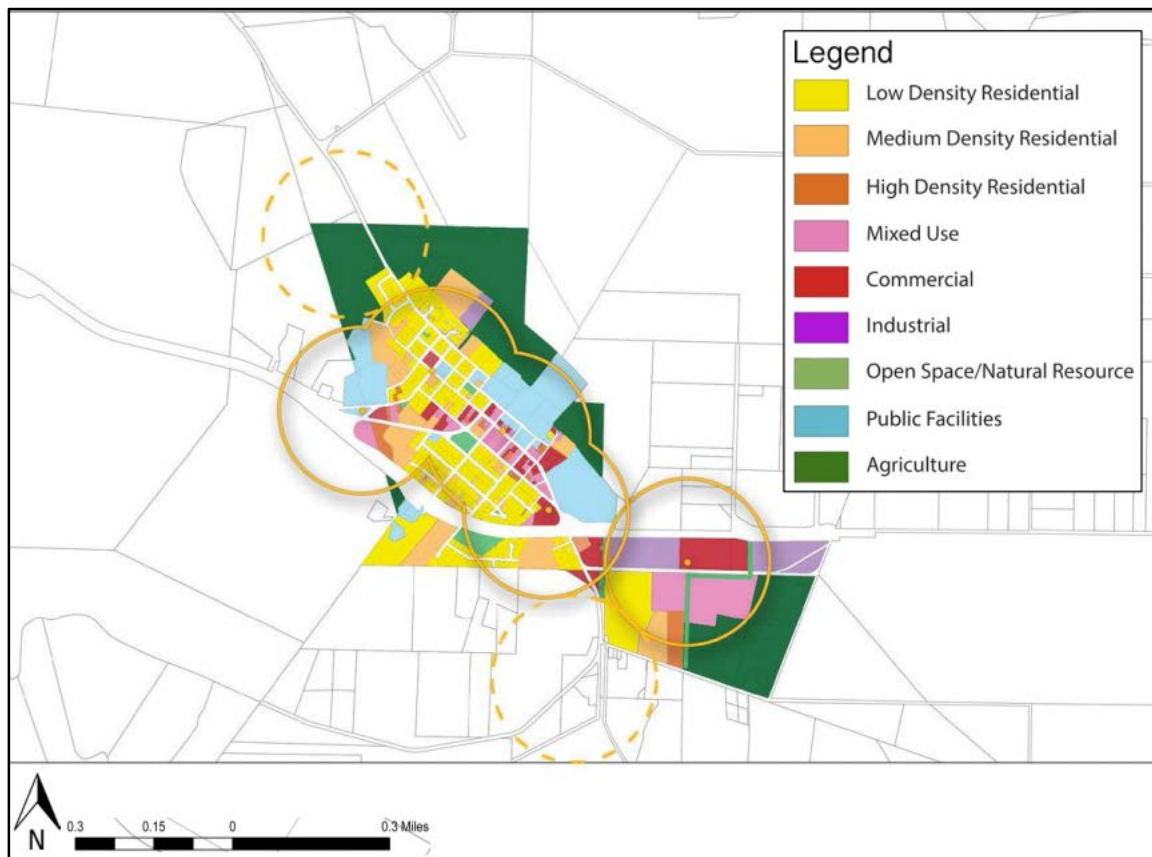
- Muckelemei near State Route 156
- Old San Juan-Hollister Road
- The Downtown Core on Third Street/ The Alameda
- Lang Street, south of State Route 156

The objective of this development alternative is to establish a connected network of activity hubs, creating a semi-urban development pattern with a mix of uses and hubs of activity. This alternative offers transportation options that address walkability and bike-ability, along with the expansion of existing transit service and incentivized development of vacant and underutilized spaces within the selected growth areas. This alternative would likely result in a significant alteration of the City's current small town atmosphere.

The Clustered Growth Alternative proposes a substantially lower number of housing units than the proposed Plan. It proposes only 1,415 total units and 560 new units by 2035. However, this alternative proposes 410 new jobs, which is greater than the 197 new jobs projected by the proposed Plan. This would create an imbalance in the ratio of available jobs to available housing, resulting in the need for a commuter workforce.

The Clustered Growth Alternative would have substantial impacts in nearly every impact area, with the exception of agricultural resources, which would remain similar to that of the proposed Plan. Therefore, the Clustered Growth Alternative, in its entirety, would result in a *slight deterioration*, in comparison to the proposed Plan.

Figure 6.2 shows proposed development under the Clustered Growth Alternative. The Bubbled areas on the map are the “clusters” of development under this alternative.

Figure 6.2 Clustered Growth Alternative Conceptual Land Use Map

Source: Cal Poly San Luis Obispo, 2014

6.2.2 IMPACT DISCUSSION

The Clustered Growth Alternative would have the following impacts relative to the proposed Plan:

6.2.2.1 AESTHETICS

The Clustered Growth Alternative would implement the same new policies found in the proposed Plan that protect scenic vistas and visual character in the City. Many aesthetic protections, such as the City's Dark Sky Ordinance, are found in the Municipal code and will not be changed by the Clustered Growth Alternative. Growth patterns in the Clustered Growth Alternative are not substantially different in relation to their effect on aesthetic resources.

Therefore, the Clustered Growth Alternative is *similar* in comparison to the proposed Plan.

6.2.2.2 AGRICULTURAL RESOURCES

Development and expansion proposed in the Clustered Growth Alternative focuses on infill development in areas that are already built up rather than expanding in sprawling patterns outside City limits. It strongly emphasizes development on underutilized and vacant parcels within City limits in order to promote a more walkable mixed-use community.

Under the Clustered Growth Alternative, new development is proposed in three clusters: the Muckelemy Street Gateway, downtown's Third street, and Old San Juan-Hollister road. Most of this proposed development is focused closer to existing urbanized areas rather than sprawling outwards. The land use plan for the Clustered Growth Alternative does not include developing on agricultural land to the southeast of the City, whereas the proposed Plan visualizes a business park in that area. The Clustered Growth Alternative also aims to increase agricultural sector employment. As a result, the impacts of the Clustered Growth scenario will consume less prime farmland than the proposed Plan.

Therefore, the Clustered Growth Alternative would be a *slight improvement* in comparison to the proposed Plan.

6.2.2.3 AIR QUALITY

The Clustered Growth Alternative is expected to generate more commercial development than the proposed Plan, but less residential development. Therefore, the Clustered Growth Alternative would result in an increase in long-term air pollutant emissions from construction activities, new transit improvements, and energy use associated with new commercial development, but a decrease in emissions associated with residential development and the agriculture production that will remain intact. San Juan Bautista is in attainment of all federal air quality standards, but in non-attainment for the State's ozone and respirable particulates standards. Continued violations are expected under the Clustered Growth Alternative.

The proposed Plan includes policies and programs to limit the exposure of sensitive receptors to air pollutants and odors. These policies include:

- Program CO 2.2.1.1 - Sensitive Receptors,
- Policy CO 2.2.1.2 - Idling Buses,
- Program HE 6.2.3.4 - Engine replacement and retrofit program,
- Program CO 3.3.1.1 - Establish early warning system to alert public to remain indoors on poor air quality days, and
- Program CO 4.3.1.1 - Expand the energy action strategy to include Greenhouse Gas Emission Reductions.

In addition, the proposed Plan includes programs and policies that encourage land use decisions that lower emissions. These programs include:

- Program CO 2.2.2.2 - Promote compatible land uses near agricultural zoned properties;
- Program HE 6.1.1.2 - Where decisions on land use may result in emissions of pollution that pose significant health risks, consider options, including possible relocation, recycling, redevelopment, rezoning, process changes, incentive programs, and other types of land use regulations; and
- Program HE 6.1.3.2 - Encourage the incorporation of pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measure in planning design.

The Clustered Growth Alternative would result in the adoption of these programs and policies, decreasing the risk of exposure of sensitive receptors to new sources of air pollutant emission or objectionable odors and reducing automobile centric transportation policies currently in place.

Therefore, the Clustered Growth Alternative is *similar* in comparison to the proposed Plan.

6.2.2.4 BIOLOGICAL RESOURCES

The Clustered Growth Alternative identifies four specific areas in San Juan Bautista to focus development of residential, mixed-use, office, light industrial, and commercial uses along with parks and recreational uses. The Clustered Growth Alternative prioritizes mixed-use designations, centralized open and public spaces, and development at proposed and established hubs while limiting growth in most open space and agricultural areas. Like the proposed Plan, this scenario suggests that vacant and underutilized parcels in the Downtown Core be the focus of development activity. This alternative would also encourage medium and high-density residential development in specific areas, mixed-use and office space along Muckelemy Street, and new light industrial and commercial along Old San Juan-Hollister Road. Unlike the proposed Plan, the Clustered Growth scenario includes new single-family housing along Lang Street (south of SR 156).

The impacts of the Clustered Growth Alternative on biological resources would be similar in comparison to the proposed Plan, despite the proposed growth in some areas that are currently undeveloped. The focus areas selected are generally surrounded by, or adjacent to, already developed areas of San Juan Bautista, decreasing the risk of impacts to special status species and sensitive natural habitats. There are, however, some wetland areas and sensitive areas such as floodplains, seismic hazards, and steep slopes that would be the site of growth.

Therefore, the Clustered Growth Development Alternative is *similar* in comparison to the proposed Plan.

6.2.2.5 CULTURAL RESOURCES

It is noted in above section 6.1.2.5 that growth proposed in all development alternatives can result in potentially significant and unavoidable impacts. In the Clustered Growth Alternative, policies, programs, and objectives, as well as federal, state, and local regulations, will apply to new growth and restoration, but that does not change the resulting potentially significant and unavoidable impact with respect to Cultural Resources. Construction resulting from new development has the potential to disturb cultural resources that are currently buried or undiscovered.

Therefore, the Clustered Growth Scenario is *similar* in comparison to the proposed Plan.

6.2.2.6 GEOLOGY AND SOILS

The Clustered Growth Alternative encourages infill development in San Juan Bautista and emphasizes future development on underutilized and vacant parcels within City limits. New development “clusters” are proposed for the Muckelemy Street Gateway, downtown's Third Street, and on Old San Juan-Hollister road.

Most of these proposed developments are focused closer to existing urbanized areas. The land use map for the Clustered Growth Scenario indicates that overall development will occur on less land than under the proposed Plan. Adoption of both the Clustered Growth Alternative and proposed Plan would include many policies and programs that ensure the safety and stability of its future development, such as encouraging the upgrading of buildings (Policy PS 1.1.2), requiring soil reports and geologic investigations in advance of new development (Policy 1.2.1.2), and increasing protection for high seismic risk areas (Policy PS 1.2.1.1).

Therefore, the Clustered Growth Alternative is *similar* in comparison to the proposed Plan.

6.2.2.7 GREENHOUSE GAS EMISSIONS

In comparison to the proposed Plan, the Clustered Growth Alternative would result in similar per-capita greenhouse gas emissions, but a slight decrease in overall emissions, due to less residential development. The proposed Plan and the Clustered Growth Alternative focus residential and commercial growth on vacant parcels within the City and allow for mixed residential and commercial development within targeted growth areas. Both the proposed Plan and the Clustered Growth Alternative emphasize compact development, resulting in a less sprawling land use pattern. This compact development pattern would lead to less short trips made by automobile and more trips made by walking and biking. This would reduce resident's average vehicle-miles-traveled, which would reduce transportation related greenhouse gas emissions.

The proposed Plan contains many programs and policies which will reduce future greenhouse emissions, but those programs and policies would probably also be adopted under the Clustered Growth Alternative. These include several measures specifically adopted for the purpose of mitigating future greenhouse gas emissions through alternative energy generation and energy efficiency.

Therefore, the Clustered Growth Alternative would result in *similar* levels of greenhouse gas emissions in comparison to the proposed Plan.

6.2.2.8 HAZARDS AND HAZARDOUS MATERIALS

Development under the Clustered Growth Alternative would not contribute to significant exposure to hazards and hazardous materials. Although fewer housing units are proposed in this alternative compared to the proposed Plan, the majority of these units and other growth is proposed to be located outside of "High" or "Very High" Fire Hazard Severity zones. Also, there are no impacts related to aviation hazards. Lastly, this alternative produces more jobs than the proposed Plan; therefore there are potential commercial uses that could generate hazardous wastes. Adoption of both the Clustered Growth Alternative and proposed Plan would include many policies and programs that enhance existing emergency and evacuation plans, including decreasing response times and requirements for new development adjacent to wildlands to have built-in fire breaks.

Although there is potential for more hazardous materials sites compared to the proposed Plan due to greater commercial development, the type of commercial development would most likely be mixed-use, retail, and office. These types of development would most likely produce minimal hazardous materials.

Therefore, the Clustered Growth Alternative is a *similar* in comparison to the proposed Plan.

6.2.2.9 HYDROLOGY AND WATER QUALITY

Similar to the proposed Plan, the Clustered Growth Alternative prioritizes mixed land uses with concentrated growth in select locations. The Clustered Growth Alternative would result in less conversion of pervious surface cover to impervious surfaces than the proposed Plan. However, by concentrating development within selected “clusters”, the Clustered Growth Alternative may be unable to address the City’s need to improve its curb and gutter drainage system and establish a coordinated stormwater management system. Additionally, the Clustered Growth Alternative may incentivize development within the FEMA Flood Hazard Zone, as development clusters to the southeast and the northwest boundaries of the City limits are located in close proximity to the FEMA 100 year flood plain. Furthermore, the Clustered Growth Alternative could potentially result in significant impacts to water quality as a result of runoff in conjunction with increased human activity and the potential long-term impacts caused by added infrastructure. This is a primary concern for any development within moderate proximity of the City’s wells and wetlands.

The Clustered Growth Alternative also does not explicitly set forth plans to develop the pellet water treatment plant purposed in the Preferred Plan. Therefore following this growth alternative would not likely address current concerns in regards to compliance with State and Regional water quality standards, nor allow the City to meet increasing water demands directly correlated with continued growth.

Therefore, the Clustered Growth Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.2.2.10 LAND USE AND PLANNING

The Clustered Growth Alternative would not physically divide an existing community, nor would its implementation result in significant conflicts with applicable land use plans and policies. In order to ensure consistency between the Clustered Growth Alternative and the San Juan Bautista Zoning Code, the City would update the code to reflect changes brought by the Plan. Under the Cluster Growth alternative, growth would occur in strategic areas such as:

- Muckelemy St. Gateway
- Third Street Downtown Corridor
- Old San Juan-Hollister Road

Development in this alternative would be focused in these areas, and would not focus on other areas of the City that are currently isolated. Development under the Clustered Growth Alternative varies from the proposed Plan in that it does not promote growth south of SR 156, an area with numerous vacant and underutilized parcels, and instead accommodates single-family residential housing in the southern portion of San Juan Bautista. This alternative reflects the idea of a ¼ mile walkable radius to housing, employment, goods, and services. Densities slightly increase from existing conditions, but land use changes are designed to maintain the City’s small town character.

Therefore, the Clustered Growth Alternative is *similar* to the proposed Plan.

6.2.2.11 MINERAL RESOURCES

The Clustered Growth Alternative, similar to the other alternatives, would likely have no direct impacts on mineral resources because no proposed land uses encroach on a Mineral Resource Zone, an active mine, or an active processing site. In addition, the urban footprint under the Clustered Growth Alternative is slightly smaller than the proposed Plan. Although this alternative proposes 213 more jobs than the proposed Plan, it proposes 855 less housing units. Therefore, regionally significant mineral resources, such as concrete aggregate coming from quarries across San Benito County, would likely be used less in construction during build-out compared to the proposed Plan.

The Clustered Growth Alternative also proposes significantly less industrial land uses compared to the proposed Plan, which recommends significantly more than both the No Project and Clustered Growth Alternatives. Thus, the potential benefit of having less demand for construction materials can possibly be balanced with the potential consequence of not encouraging enough industrial activity that supports mineral resource activities, resulting in an insignificant difference between the two alternatives. However, it is important to note that impacts can significantly change depending on the type of development that actually takes place.

Therefore, the Clustered Growth Alternative is *similar* in comparison to the proposed Plan.

6.2.2.12 NOISE

The Clustered Growth Alternative would result in less outward development and a concentration of residential, commercial, and mixed use development in specific locations. However, noise levels may still exceed thresholds of significance in this scenario as housing, a sensitive land use, along the SR 156 expansion area, The Alameda/Third Street, and Muckelemy Street would be exposed to noise. This would expose those living in proposed housing developments to traffic noise along major corridors, the primary source of noise generation in San Juan Bautista.

Since the Clustered Growth Alternative proposes more housing located adjacent to SR 156 and south of the City, more sensitive receptors would be in close proximity to significant noise producers. In comparison, the proposed Plan disperses growth in a manner that reduces the exposure of residential developments to significant noise levels.

Therefore, the Clustered Growth Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.2.2.13 POPULATION AND HOUSING

The Clustered Growth Alternative assumes an increase of 560 housing units to meet the state mandated housing growth rate of 3 percent. This translates to 1,140 additional residents, or a total population of 3,000 by 2035. According to the required HCD projections, an additional 397 additional jobs are needed under the Clustered Growth Alternative.

The Clustered Growth Alternative provides housing and jobs in five “clusters” to fulfill growth expectations for 2035. Additionally, the Clustered Growth Alternative proposes a diverse housing stock, including medium-density and high-density housing units.

The proposed Plan contains policies and programs that will help to accommodate safe, adequate, and affordable housing for the City of San Juan Bautista. The City faces the challenge of addressing long-term housing needs to provide an adequate supply of housing while acknowledging the surrounding geography, lack of vacant parcels, and historical atmosphere of San Juan Bautista. The Clustered Growth Alternative proposes a network of bicycle and pedestrian facilities and repairs to the road network. Moreover, diversifying housing development and improving the circulation network will help accommodate the projected growth in 2035.

As such, the impacts to population and housing under the Clustered Growth Alternative are *similar* to the proposed Plan.

6.2.2.14 PUBLIC SERVICES AND RECREATION

The Clustered Growth Alternative would concentrate development, including public facilities and services, within “clusters”, which would consequently result in less outward expansion and build-out of services. Both police and fire services would be more focused in the downtown, possibly reducing response times, but not significantly, due to the City’s small size. The Clustered Growth Alternative does provide improvements in access to recreation, including a proposed recreation center on Muckelemi Street. This could increase access to park facilities for those who are transportation dependent, but also could increase the degradation rate of park facilities. Furthermore, this alternative would not adequately meet County standards of 5 acres of parkland per person; a standard which the proposed Plan exceeds.

Therefore, the Clustered Growth Alternative is a *slight deterioration* in comparison to the proposed Plan.

6.2.2.15 TRANSPORTATION AND TRAFFIC

The Clustered Growth Alternative proposes fewer housing units and more jobs, leading to the possibility of more vehicle trips than those projected for the proposed Plan. Vehicular trips are dependent on the types of development that occur, but those proposed in the Clustered Growth Alternative are projected to produce fewer additional trips than the proposed Plan. The type of urban form proposed in the Clustered Growth Alternative lends itself to easy access through non-motorized forms of transportation and public transportation. These non-motorized forms of transportation would also be promoted through improving facilities.

Since non-automotive forms of transportation would be more appealing to the residents of the City, impacts to levels of service for all modes of transportation in the City would be reduced. The potential increase in trips in the City could be mitigated by increasing the proportion of non-automotive trips. However, there are likely to be more total trips under the Clustered Growth Alternative due to its proposal of more jobs and fewer housing units.

Therefore, under the Clustered Growth Alternative is a *slight deterioration* in regards to transportation and traffic in comparison of the proposed Plan.

6.2.2.16 UTILITIES AND SERVICES

The Clustered Growth Alternative does not suggest moving the wastewater treatment plant or provide the necessary capital improvements to wastewater treatment, such as the proposed pellet plant. Without those improvements, it is unlikely that San Juan Bautista could substantially improve its wastewater effluent quality due to the prevalence of at-home water softeners. The Clustered Growth Alternative would continue to expose development in close proximity to the wastewater treatment plant to objectionable odors.

This alternative substantially decreases the amount of new impervious surfaces, slightly decreasing the need for new stormwater management facilities. Development under the Clustered Growth Alternative would include “low-impact development” features to reduce stormwater flow.

Therefore, the Clustered Growth Alternative is a *slight deterioration* compared to the proposed Plan.

6.3 DYNAMIC GROWTH ALTERNATIVE

6.3.1 PRINCIPAL CHARACTERISTICS

Under the Dynamic Growth Alternative, the Draft San Juan Bautista 2035 General Plan would not be adopted, and future development in San Juan Bautista would be subject to outcomes designated in the Dynamic Growth Alternative. Development would be concentrated in four key areas:

- North Third Street
- Muckelemi Street
- Historic Downtown
- South of State Route 156

Under this alternative, development in the area of north Third Street would include the relocation of the wastewater treatment plant in order to make room for medium density housing and recreational open space. Development near Muckelemi Street and Monterey Street would transform underutilized or undeveloped land into mixed-use development limited to two stories. In the Historic Downtown, the key economic base for the City, this alternative seeks to put mixed-used infill development on vacant or underutilized parcels. This infill development would take care to emulate the surrounding building forms. The last key area of development in the Dynamic Growth Alternative is south of State Route 156. This is the only development area in this alternative that would provide low-density single-family homes.

This alternative encourages commercial growth that would support residential service needs. Service and light industrial sector job growth are prioritized. Another important part of this alternative is the relocation of the wastewater treatment facility, which can be accomplished by expanding the City boundary. A diverse range of residences will be provided in this alternative.

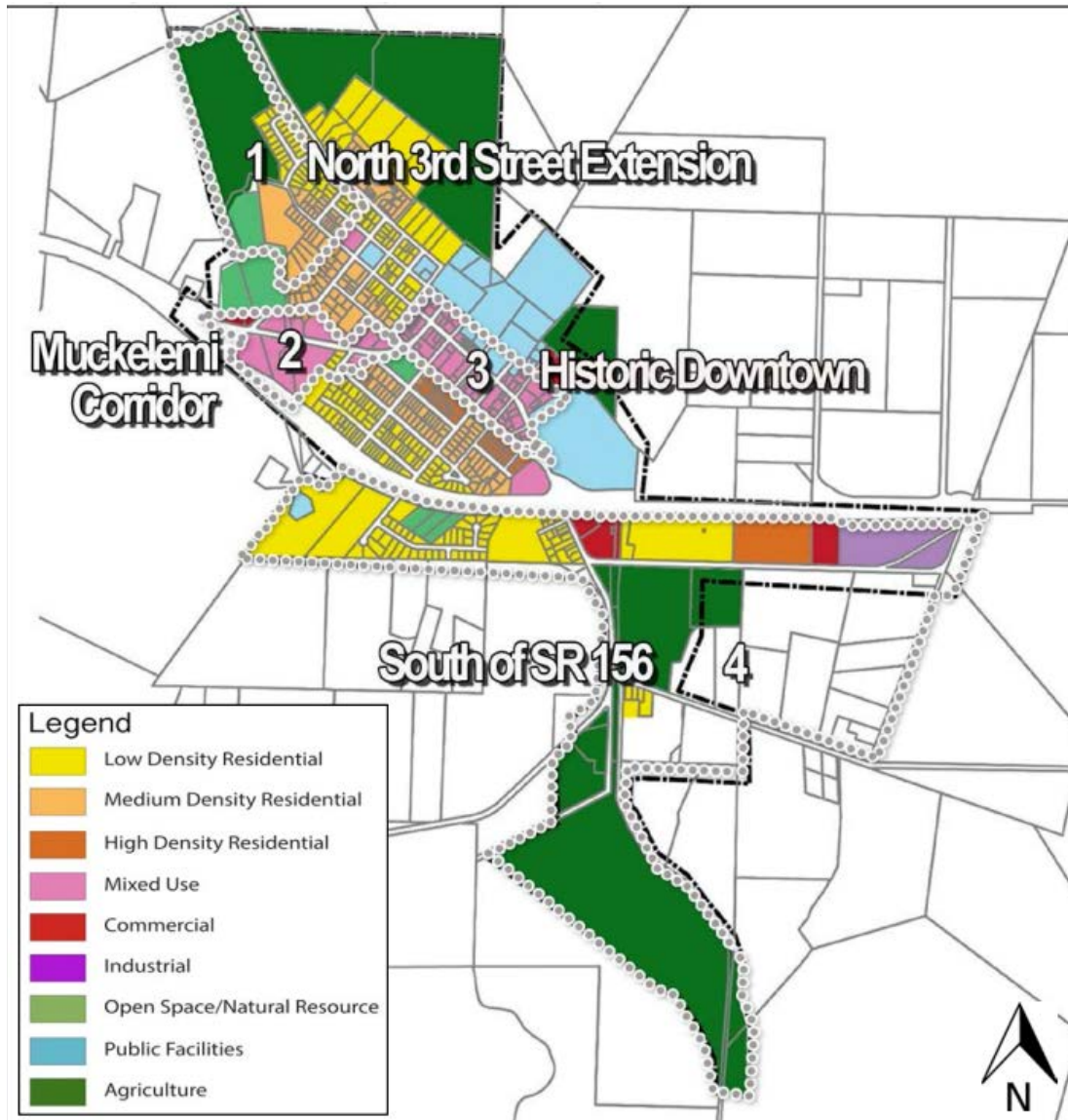
The Dynamic Growth Alternative's circulation plan emphasizes walking and biking in the City center. This alternative's emphasis on infill and mixed-use development will maintain and enhance the compact accessible feel of the City of San Juan Bautista. This alternative will make the City safer and more accessible for all methods of circulation: pedestrians, bicyclists, transit riders, and motorists. This alternative proposes a network of sidewalks, bicycle lanes, a weekend trolley for tourism, and the replacement a few stop-controlled intersections with roundabouts.

The Dynamic Growth Alternative would provide room for 843 housing units as well as 637 new jobs. This alternative accommodates less new housing units than the proposed Plan, but more new jobs.

Therefore, the Clustered Growth Alternative, in its entirety, would result in a *slight deterioration* in environmental quality in comparison to the proposed Plan.

Figure 6.3 shows the proposed land uses under the Dynamic Growth Alternative. The outlined areas on the map are the focused areas of development under this alternative: north Third Street, Muckelemi Corridor, Historic Downtown, and south of SR 156.

Figure 6.3 Dynamic Growth Alternative Conceptual Land Use Map



Cal Poly San Luis Obispo, 2014

6.3.2 IMPACT DISCUSSION

The Dynamic Growth Alternative would have the following impacts relative to the proposed Plan:

6.3.2.1 AESTHETICS

The Dynamic Growth Alternative would implement the same new policies found in the proposed Plan that protect scenic vistas and visual character in the City. Many aesthetic protections, such as the City's Dark Sky Ordinance, are found in the Municipal Code and will not be changed by the Dynamic Growth Alternative. Growth patterns in the Dynamic Growth Alternative are not substantially different from the proposed Plan in relation to their effect on aesthetic resources.

Therefore, the Dynamic Growth Alternative is *similar* in comparison to the proposed Plan.

6.3.2.2 AGRICULTURAL RESOURCES

The Dynamic Growth Alternative proposes growth in four main corridors in San Juan Bautista. The Dynamic Growth Alternative, as well as the proposed Plan, proposes the relocation of the wastewater treatment facility, which would require the expansion of the existing City boundary. It also concentrates most of its development around existing urban areas in order to promote denser infill development.

The Dynamic Growth Alternative emphasizes infill development within the City and in the major growth corridors. It proposes commercial, residential, and mixed-use development in the southeast corridor just outside the City boundary. However, it preserves some of the agricultural land further south. This land is zoned for a business park in the proposed Plan, which will result in greater consumption of what is now considered prime agricultural land.

Therefore, the Dynamic Growth Alternative would be a *slight improvement* compared to the proposed Plan.

6.3.2.3 AIR QUALITY

The Dynamic Growth Alternative is expected to generate mixed residential and commercial development and encourage infill development on vacant parcels with productive residential, commercial, and light industrial uses. The Dynamic Growth Alternative proposes more new jobs and commercial land uses than the proposed Plan. Therefore, this alternative would result in greater long-term air pollutant emissions from construction activities and energy use associated with new commercial development. However, due to less proposed new housing units, this alternative would also result in fewer emissions associated with residential development. San Juan Bautista is in attainment of all federal air quality standards, but in non-attainment for the State's ozone and respirable particulates standards. Continued violations are expected under the Dynamic Growth Alternative.

The proposed Plan includes policies and programs to limit the exposure of sensitive receptors to air pollutants and odors. These policies include:

- Program CO 2.2.1.1 - Sensitive Receptors,
- Policy CO 2.2.1.2 - Idling Buses,
- Program HE 6.2.3.4 - Engine replacement and retrofit program,
- Program CO 3.3.1.1 - Establish early warning system to alert public to remain indoors on poor air quality days, and
- Program CO 4.3.1.1 - Expand the energy action strategy to include Greenhouse Gas Emission Reductions.

In addition, the proposed Plan includes programs and policies that encourage the use of land use decisions to lower emission impacts. These programs include:

- Program CO 2.2.2.2 - Promote compatible land uses near agricultural zoned properties;

- Program HE 6.1.1.2 - Where decisions on land use may result in emissions of pollution that pose significant health risks, consider options, including possible relocation, recycling, redevelopment, rezoning, process changes, incentive programs, and other types of land use regulations; and
- Program HE 6.1.3.2 - Encourage the incorporation of pollution prevention, pollution reduction, barriers, landscaping, ventilation systems, or other measure in planning design.

The Dynamic Growth Alternative would result in the adoption of these programs and policies, decreasing the risk of exposing sensitive receptors to new sources of air pollutant emission or objectionable odors and increasing non-automotive transportation options.

Therefore, the Dynamic Growth Alternative is *similar* to the proposed Plan.

6.3.2.4 BIOLOGICAL RESOURCES

Under the Dynamic Growth Alternative, development would be concentrated in vacant and underutilized parcels in strategic areas on The Alameda/Third Street, Muckelemi Street, Historic Downtown, and south of SR 156. The proposed development would vary from low density residential to mixed-use. Commercial, service, and light industrial uses would be concentrated in existing economic hubs. Like the Clustered Growth Alternative, there would be opportunities for new development within San Juan Bautista's sphere of influence to the south of SR 156. Improved pedestrian, bicycle, and transit connectivity between the development areas and throughout the City are key components of this scenario. The Dynamic Growth Alternative would, however, still allow development in some areas that are currently undeveloped or near wetland areas and sensitive areas such as floodplains, seismic hazards, and steep slopes.

This alternative would generally help to reduce habitat loss through development in already urbanized areas, and would also include the implementation of policies that would increase protection of biological resources. Policy OS 3.3.1, from the proposed Plan, protects sensitive areas such as wetlands, floodplains, seismic hazards, steep slopes, wildlife habitat areas, and unique geological formations.

Therefore, the Dynamic Growth Alternative is *similar* to the proposed Plan in its impacts on biological resources.

6.3.2.5 CULTURAL RESOURCES

It is noted in section 6.1.2.5 that growth proposed in all development alternatives can result in potentially significant and unavoidable impacts to cultural resources. Under the Dynamic Growth alternative, all of the policies, programs, and objectives relating to cultural resources in the proposed Plan will be adopted, resulting in a similar outcome in comparison to the proposed Plan. Development in San Juan Bautista can result in impacts to previously unknown cultural resources or interred human remains. Therefore, despite all of the federal, State, and local Regulations concerning Cultural Resources, any development can still result in significant and unavoidable impacts.

Therefore, the Dynamic Growth Scenario is *similar* in comparison to the proposed Plan.

6.3.2.6 GEOLOGY AND SOILS

The Dynamic Growth Alternative proposes development in four main corridors in San Juan Bautista and aims to concentrate most growth in existing urban areas rather than expanding far outside of urban areas. Its four main development areas are on The Alameda/Third Street, Muckelemy Street, the Historic Downtown, and south of SR 156.

As a result of California's strong regulatory framework with regards to seismic risks (Alquist-Priolo and the California Building Code), the Dynamic Growth Alternative would pose similar seismic risks to the proposed Plan, as all construction is subject to the same stringent review processes. While the proposed Plan involves more development in undeveloped areas to the southeast of the City, it also has policies and programs aimed at encouraging safe and stable development.

Therefore, impacts to geology and soils under the Dynamic Growth Alternative would be *similar* to the proposed Plan.

6.3.2.7 GREENHOUSE GAS EMISSIONS

In comparison to the proposed Plan, the Dynamic Growth Alternative would result in similar per-capita greenhouse gas emissions, but a slight decrease in overall emissions due to less residential development. The proposed Plan and the Dynamic Growth Alternative focus residential and commercial growth on vacant parcels within the City and allow for mixed residential and commercial development within targeted growth areas. Both the proposed Plan and the Dynamic Growth Alternative emphasize compact development, resulting in a less sprawling land use pattern. This compact development pattern would lead to less short trips made by automobile and more trips made by walking and biking. This would reduce resident's average vehicle-miles-traveled, which would reduce transportation related greenhouse gas emissions.

The proposed Plan contains many programs and policies that will reduce future greenhouse emissions, but these programs and policies would probably also be adopted under the dynamic growth alternative. These include several measures specifically adopted for the purpose of mitigating future greenhouse gas emissions through alternative energy generation and energy efficiency.

Therefore, impacts to greenhouse gas emissions under the Dynamic Growth Alternative would be *similar* to the proposed Plan.

6.3.2.8 HAZARDS AND HAZARDOUS MATERIALS

Development under the Dynamic Growth Alternative would not expose residents to hazardous and hazardous materials. Although the same amount of housing units are proposed, the majority of these units and other growth is proposed outside of "High" or "Very High" Fire Hazard Severity zones. Also, there are no impacts related to aviation hazards. Lastly, this alternative produces more jobs than the proposed Plan; therefore there are potential commercial uses that could generate hazardous waste. Adoption of both the Dynamic Growth Alternative and proposed Plan would include many policies and programs that would enhance existing emergency and evacuation plans, including decreasing response times and requiring new development along wildlands to have built in fire breaks.

Although there is potential for more hazardous materials sites compared to the proposed Plan due to the use of vacant and underutilized parcels in the area, most development would result in uses pertaining to commercial, residential, and light industrial. These types of development would most likely produce minimal hazardous materials.

Therefore, the Dynamic Growth Alternative is *similar* in comparison to the proposed Plan.

6.3.2.9 HYDROLOGY AND WATER QUALITY

The Dynamic Growth Alternative concentrates development in four key focus areas of The Alameda/Third Street, Muckelemei Street, the Historic Downtown, and south of SR 156. This alternative emphasizes infill development and the development of underutilized lands. This alternative may result in potentially significant impacts in regards to surface hydrology and subjection to periodic flooding if measures are not taken to improve the City's patchwork of curb and gutter systems in synchronicity with the build out of the proposed development. The Dynamic Growth Alternative may also have significant impacts upon the existing hydrology as a result of the change in surface area cover and increased area of impermeable surfaces, potentially causing impacts to water quality and exceeding pollution discharge limits without mitigation. Similar to the Clustered Growth Alternative, potentially significant impacts may result as increased density enhances demand and stress upon infrastructure, and may cause temporary malfunction or failure resulting in the discharge of materials that may substantially degrade water quality. Measures should be taken to monitor infrastructure capacity and ensure systems and facilities are at capacity to deal with peak flows during a 100-year flood event.

Therefore, the Dynamic Growth Alternative is a *slight deterioration* in comparison to the proposed Plan

6.3.2.10 LAND USE AND PLANNING

The Dynamic Growth Alternative would not physically divide an existing community, nor would its implementation result in significant conflicts with applicable land use plans and policies. In order to ensure consistency between the proposed Plan and the San Juan Bautista Zoning Code, the City will need to update the code to reflect changes brought by the Plan. The Dynamic Growth Development Alternative would also need to have the Zoning Code updated to reflect the changes in the alternative. Development in this alternative focuses in four key growth areas. These areas are:

- North Third Street
- Muckelemei Street at Monterey Street
- Historic Downtown
- South of SR 156

The Dynamic Growth Alternative uses these growth areas to facilitate the creation of new residential, commercial, civic, public, and industrial uses, which is similar to the proposed Plan. This alternative provides a mix of low density, medium density, high density, and mixed-use housing. Infill developments within the City are expected to accommodate job and housing

growth. The objective is to utilize properties in close proximity to major circulation corridors while maintaining the small-town feel of the downtown core. Commercial land uses are proposed in four main areas to support service, retail, office, light industrial, and agricultural jobs. The proposed allocation by type of employment exceeds the estimated number of jobs needed by 2035. Standards set under each of these land uses will focus and enable development in key growth areas.

Therefore, the Dynamic Growth Alternative is *similar* to the proposed Plan.

6.3.2.11 MINERAL RESOURCES

Development under the Dynamic Growth Alternative would likely have no direct impacts to mineral resources because no proposed land uses encroach on a Mineral Resource Zone, an active mine, or an active processing site. This alternative's urban footprint is similar to the proposed Plan. Although this alternative proposes 440 more jobs than the proposed Plan, it proposes 572 less housing units than the proposed Plan. Therefore, regionally significant mineral resources, such as concrete aggregate coming from quarries across San Benito County, would likely be used less in construction during build-out compared to the proposed Plan.

However, this alternative also proposes significantly less industrial land uses compared to the proposed Plan. Thus, the potential benefit of having less demand for construction materials can possibly be balanced with the potential consequence of not encouraging enough industrial activity that supports mineral resource activities, resulting in an insignificant impact. It is important to note, however, that impacts can significantly change depending on the type of development that actually takes place.

Therefore, the Dynamic Growth Alternative is *similar* compared to the proposed Plan when considering impacts to mineral resources on a regional level.

6.3.2.12 NOISE

Similar to the Clustered Growth Alternative, the Dynamic Growth Alternative proposes residential and mixed-use development adjacent to SR 156, The Alameda/Third Street, and Muckelemi Street. Compared to the proposed Plan, the higher emphasis on mixed-use developments along The Alameda/Third Street and Muckelemi Street would result in more significant noise impacts since mixed-use developments generally include residential spaces. Additionally, the Dynamic Growth Alternative proposes a new park located directly adjacent to SR 156. Parks and areas of recreation are also considered sensitive noise receptors.

Given the Dynamic Growth Alternative's focus on implementing high density residential and mixed-use developments, there would be an increase in the number of residential units within close range of major noise sources in San Juan Bautista.

Therefore, the Dynamic Growth Alternative would result in a *slight deterioration* in noise impacts when compared to the proposed Plan.

6.3.2.13 POPULATION AND HOUSING

The Dynamic Growth Development Alternative adds 560 state mandated housing units by the year 2035, which is less new housing units than in the proposed Plan, and assumes a total of 790 jobs (an addition of 390 jobs). This alternative encourages diverse housing and job densities with a mix of low density, medium density, high density, and mixed-use housing.

This development approach prioritizes infill development and focuses housing growth in San Juan Bautista in four key areas. This alternative's job growth distribution consists of 50 percent light-industrial, 30 percent retail, and 20 percent office. The proposed mixed-use development integrates residential and commercial land uses, providing many social and economic benefits.

As such, the Dynamic Growth Development Alternative is a *slight deterioration* from the proposed Plan.

6.3.2.14 PUBLIC SERVICES AND RECREATION

The Dynamic Growth Alternative promotes heavy infill development along commercial corridors. It does not address police or fire services, nor should it substantially affect them. The alternative does not propose additional park services or meet the County standards, but it does, like the proposed Plan, suggest that the site of the current wastewater treatment plant be used as a recreation site once the plant is relocated. This scenario does not provide zoning that would accommodate the increase in public services required by the projected growth in the City by 2035.

Therefore the Dynamic Growth Alternative is a *substantial deterioration* compared to the proposed Plan.

6.3.2.15 TRANSPORTATION AND TRAFFIC

In comparison to the proposed Plan, the Dynamic Growth Alternative proposes fewer housing units but more jobs, leading to a potential increase in vehicular trips. This alternative proposes many treatments to mitigate this increase in vehicular trips, including: the use of traffic calming measures, the promotion of non-automotive forms of transportation, and the expansion of public transportation infrastructure.

The Dynamic Growth Alternative proposes a circulation plan that emphasizes walking and biking within the City center. This development approach would make the City safer and more accessible to pedestrians, transit riders, and motorists. Other than improvements to signal operations and pavement quality, no major changes to the road network are suggested.

Under the Dynamic Growth Alternative, non-automotive forms of transportation would become more appealing and improvements to the circulation network would be implemented. These improvements would likely mitigate impacts to level of service, for all modes of transportation, resulting from increased trips.

Therefore, the Dynamic Growth Alternative would be *similar* in comparison to the proposed Plan.

6.3.2.16 UTILITIES AND SERVICES

The Dynamic Growth Alternative proposes the relocation and expansion of the wastewater treatment plant, but does not address nor zone for the construction of the pellet plant. Unlike the proposed Plan, the Dynamic Growth Alternative does not encourage the removal of at-home water softeners. However, this alternative would include stormwater improvements included in the proposed Plan.

Therefore the Dynamic Growth Alternative is a *substantial deterioration* compared to the proposed Plan.

6.4 PROJECT OBJECTIVES

As described in Chapter 3, Project Description, the City of San Juan Bautista City Council and the Planning Commission have identified the following objectives for the proposed San Juan Bautista 2035 General Plan:

- Provide a legal and comprehensive General Plan that reflects an updated vision for the City's future and acts a "constitution" for future development and land use decisions.
- Protect the City's historical character and maintain its small town atmosphere.
- Grow and develop the City of San Juan Bautista without sacrificing environmental quality.
- Provide adequate housing options for current and future residents, including workforce housing and moderate-income housing.
- Safe and convenient travel options for all means of travel.
- A diversified local economy with a supportive and nurturing business climate.
- A safe community free from hazards.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA mandates that the environmentally superior alternative be identified in the EIR. Table 6.2 summarizes the impacts for each of the proposed alternatives (No Project Alternative, Clustered Growth Alternative, and Dynamic Growth Alternative) in comparison to the proposed Plan. For the most part, the three development alternatives result in a slight or substantial deterioration in comparison to the proposed Plan. In other words, the proposed Plan appears to be the superior alternative. The one exception to this is the impact on Agricultural Resources, which is due to the fact that the growth patterns would consume less prime agricultural land.

7. CEQA MANDATED SECTIONS

This chapter provides an overview of the impacts of the proposed Plan based on the analyses presented in Chapters 4.0 through 6.0 of this EIR (FEIR). The topics covered in this chapter include impacts found not to be significant, significant irreversible changes, and growth inducement. A more detailed analysis of the effects the proposed Plan would have on the environment, as well as proposed mitigation measures to minimize significant impacts, is provided in Chapter 4, section 4.1 through 4.16.

7.1 IMPACTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128 allows environmental issues for which there is no likelihood of significant impact to be “scoped out” and not analyzed further in the EIR. However, there were no issues which were scoped out of this FEIR.

7.2 SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the extent to which a proposed project or plan would commit nonrenewable resources to uses that future generations would probably be unable to reverse. These irreversible changes could include land use changes, irreversible damage from environmental accidents, or a large commitment of non-renewable resources. The three CEQA-required categories of irreversible changes are discussed below.

7.2.2 LAND USE CHANGES THAT COMMIT FUTURE GENERATIONS

As described in detail in Chapter 3 Project Description, of this EIR, the proposed Plan generally maintains the land use pattern of the existing General Plan. Development in other areas of San Juan Bautista under the proposed Plan would generally involve development and redevelopment of previously disturbed sites in urbanized sectors of the City.

7.2.3 IRREVERSIBLE DAMAGE FROM ENVIRONMENTAL ACCIDENTS

Irreversible changes to the physical environment could occur from accidental release of hazardous materials associated with development activities; however, compliance with the applicable regulations and implementation of the goals, policies, and actions in the proposed Plan, as discussed in Chapter 4.8, Hazards and Hazardous Materials, would reduce this potential impact to a less-than-significant level. No other irreversible damage is expected to result from the adoption and implementation of the proposed Plan.

7.2.4 LARGE COMMITMENT OF NON-RENEWABLE RESOURCES

Implementation of development allowed under the proposed Plan would result in the commitment of limited renewable resources such as lumber and water. In addition, development allowed by the proposed Plan would irretrievably commit nonrenewable resources for the construction of buildings, infrastructure, and roadway improvements. These nonrenewable resources include mined minerals such as sand, gravel, steel, copper, and other metals. Although the Plan includes programs and policies for increasing energy efficiency and renewable energy use, build-out of the proposed Plan also represents a long-term commitment to the consumption of fossil fuels, natural gas, and gasoline. Non-renewable energy would be used for construction, lighting, heating, and cooling of residences, and transportation of people within, to, and from San Juan Bautista. However, the proposed Plan includes many policies and actions to encourage energy and water conservation, alternative energy use, waste reduction, alternatives to automotive transportation, and green building, including, but not limited to, the following:

Policy CO 1.3.1

Promote walkable and bikeable communities.

Program CO 1.3.1.1

Establish requirements for sidewalk and bike path connectivity in new development.

Policy CO 2.1.1

Improve groundwater quality by maintaining high potable water quality standards.

Program CO 2.1.1.1

Finish and implement plans for a 'pellet plant' that will treat water in central location before it is delivered to customers.

Policy CO 2.2.1

Reduce air pollution emissions from local sources.

Program CO 2.2.1.1

Develop best management practices for reducing dust generation from agricultural operations.

Program CO 2.2.1.2

Set standards for idling buses near the mission.

Policy CO 3.1.1

Increase the use of solar energy.

Program CO 3.1.1.1

Streamline the permitting process and minimize permit fees for solar panels in new development.

Program CO 3.1.1.2

Aggregate and publicize state and federal incentives for solar panel installation.

Program CO 3.1.1.3

Incentivize the inclusion of solar panels in local construction during the design review process.

Program CO 3.1.1.4

Install solar panels on local government buildings.

Policy CO 3.2.1

Integrate water efficiency into local government operations and policies.

Program CO 3.2.1.1

Provide resources for water efficient landscaping and fixtures in new developments.

Program CO 3.2.1.2

Retrofit municipal landscapes with water-efficient planting.

Program CO 3.2.1.3

Monitor municipal water use and develop water conservation goals.

Program CO 3.2.1.4

Retrofit municipal facilities with water efficient fixtures and appliances.

Program CO 3.2.1.5

Retrofit municipal facilities to utilize reclaimed water in landscaping.

Program CO 3.2.1.6

Install purple pipe infrastructure at future municipal facilities and parks to facilitate the use of reclaimed water for irrigation.

Program CO 3.2.1.7

Require new subdivisions and commercial development to utilize sustainability measures for capture and storage of rainwater for such appropriate uses as irrigation of public open space areas, parks, and lawns.

Policy CO 3.3.1

Lead by example by improving energy efficiency in local government operations and facilities.

Program CO 3.3.1.1

Implement energy efficiency upgrades in local government buildings.

Policy CO 3.3.2

Inform the public about city-wide energy use and energy efficiency goals.

Program CO 3.3.2.1

Regularly monitor city-wide energy use and include results in local government reporting.

Additionally, the proposed Plan includes numerous policies and actions that seek to reduce vehicle miles travelled. These proposed policies and actions are described in detail in Chapter 4.7, Greenhouse Gas Emissions, and Chapter 4.15, Transportation and Traffic, of this EIR. Implementation of these policies and actions would minimize increased consumption of fossil fuels that would occur with build-out of the proposed Plan. In addition, by providing for a greater number of jobs, the proposed Plan seeks to improve San Juan Bautista's jobs-to-housing balance, which would allow more San Juan Bautista residents to work within San Juan Bautista and avoid greenhouse gas (GHG) emissions associated with long commutes.

Therefore, although the construction and operation of future development under the proposed Plan would involve the use of nonrenewable resources, compliance with applicable standards and regulations and implementation of Plan policies would minimize the use of nonrenewable resources to the maximum extent practicable.

7.3 GROWTH-INDUCING IMPACTS OF THE PROPOSED PLAN

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical growth inducing factors might be the extension of urban services or transportation infrastructure to a previously unserved or under-served area or the removal of major barriers to development. This section evaluates the proposed Project's potential to create such growth inducements. Not all aspects of growth inducement are negative; rather, negative impacts associated with growth inducement occur only where the projected growth would cause adverse environmental impacts. Growth-inducing impacts fall into two general categories: direct or indirect. Direct growth-inducing impacts are generally associated with providing urban services to an undeveloped area. Indirect, or secondary growth-inducing impacts, consist of growth induced in the region by additional demands for housing, goods, and services associated with the population increase caused by, or

attracted to, a new project. Build-out of the proposed Plan is projected to result in the addition of 3,175 residents, 560 housing units, and 95 jobs in San Juan Bautista by 2035. Future growth would be primarily located in four key growth areas, as identified in Chapter 3 of this FEIR. Future development under the Plan would consist largely of redevelopment of previously disturbed, vacant, or underutilized lands in urbanized sectors of the City. In addition, the plan's programs and policies aim to steer future growth towards areas with existing infrastructure, such as sewers, paved roads, and water service, while minimizing the environmental impact on surrounding open space and natural areas. Population and job growth in the urbanized area of San Juan Bautista is consistent with regional planning efforts, and will help to reduce GHG emissions by improving the area's jobs to housing balance. As a result, the growth inducing impacts of the proposed Plan are considered to be less-than-significant.

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8. ORGANIZATIONS AND PERSONS CONTACTED

8.1 LEAD AGENCY

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City Manager
City of San Juan Bautista
311 Second Street
San Juan Bautista, CA 95045

8.2 AGENCIES AND PERSONS CONSULTED

1. Illingworth & Rodkin, Inc
2. John Allan, Energy Watch Assistant at AMBAG
3. California Air Resources Board
4. California Department of Conservation
5. California Department of Fish & Wildlife - (Central Region)
6. California Department of Forestry and Fire Protection
7. California Department of Transportation - District 5
8. California Department of Parks and Recreation
9. California Regional Water Quality Control Board – Central Coast
10. Council of San Benito County Governments
11. Monterey Bay Unified Air Pollution Control District
12. San Benito County Department of Agriculture
13. San Benito County Environmental Health Department
14. San Benito County Fire Safe Council
15. San Benito County Health & Human Services Agency
16. San Benito County Historical Society
17. San Benito County Local Area Formation Commission
18. San Benito County Water District
19. National Office of Historic Preservation
20. Native American Heritage Commission
21. U.S. Army Corps of Engineers
22. U.S. Fish & Wildlife Service

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APPENDIX

A4.3 AIR QUALITY APPENDIX

Monterey Bay Unified Air Pollution Control District additional programs for the reduction of GHG emissions

ARB's Low Emission Vehicle Program – This program is key to the major the declines shown in Table 4-1 and 4-2 for NOx and ROG emissions from on-road motor vehicles.

ARB's Off Road Motor Vehicle Program – Similar to the above program, ARB's off-road motor vehicle program is responsible for the major declines shown in Tables 4-1 and 4-2 for NOx and ROG emissions from the Other Mobile Source emission category. This has reduced NOx emissions from diesel powered off-road trucks, agricultural equipment and other heavy duty equipment.

ARB's Advanced Clean Cars – This ARB program promotes new technologies for motor vehicles including low emission and zero emission vehicles as well as clean fuels.

Pavley Fuel Standards – This program increases fuel mileage goals for new passenger cars and trucks which will reduce fuel consumption and related emissions through 2016.

District Rule 431, Emissions from Electric Power Boilers – This rule reduced the District's NOx inventory by about 20 tons/day due to reductions from the Moss Landing Power Plant. Total NOx emissions from the plant, including its newer high efficiency gas turbines are less than 2 tons/day.

District Rule 1002 Transfer of Gasoline into Vehicle Fuel Tanks – This rule continues to produce a better than 90% reduction in ROG as well as toxic emissions from the gasoline vapors emitted during refueling of motor vehicles.

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A4.15 TRANSPORTATION & CIRCULATION

A4.15.1 INTRODUCTION

The Plan proposes the concentration of development in four focus areas over a target plan period that extends to 2035. Map A4.15-1 shows the focus areas. This section documents the methodology and data used to assess the impact of additional traffic from the potential new developments envisioned to occur under the Plan. The following is a list of key study intersections analyzed:

1. SR 156 & The Alameda
2. SR 156 & Monterey St.
3. Muckelemi St. & Monterey St.
4. Larios Dr. & Monterey St.
5. 3rd St. & Monterey St.
6. 1st St. & Monterey St.
7. 1st St. & Donner Street
8. Muckelemi St. & 3rd St./Alameda

Map A4.15-8 Focus Areas under 2035 Vision Plan for San Juan Bautista

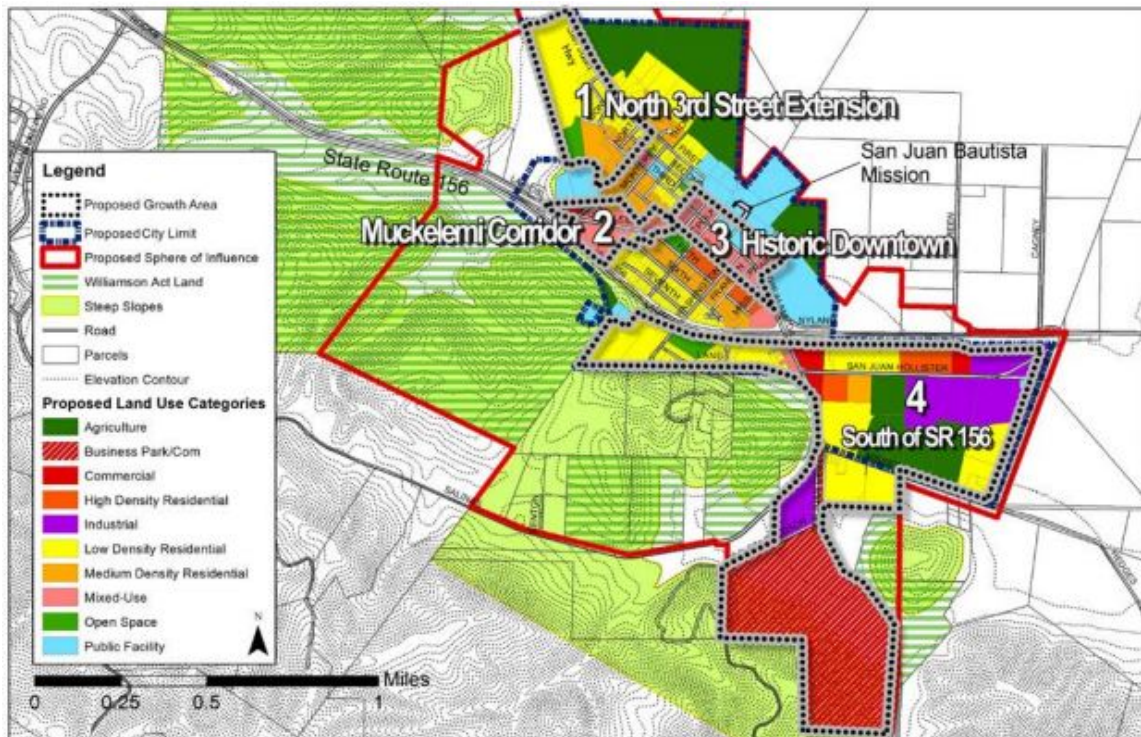
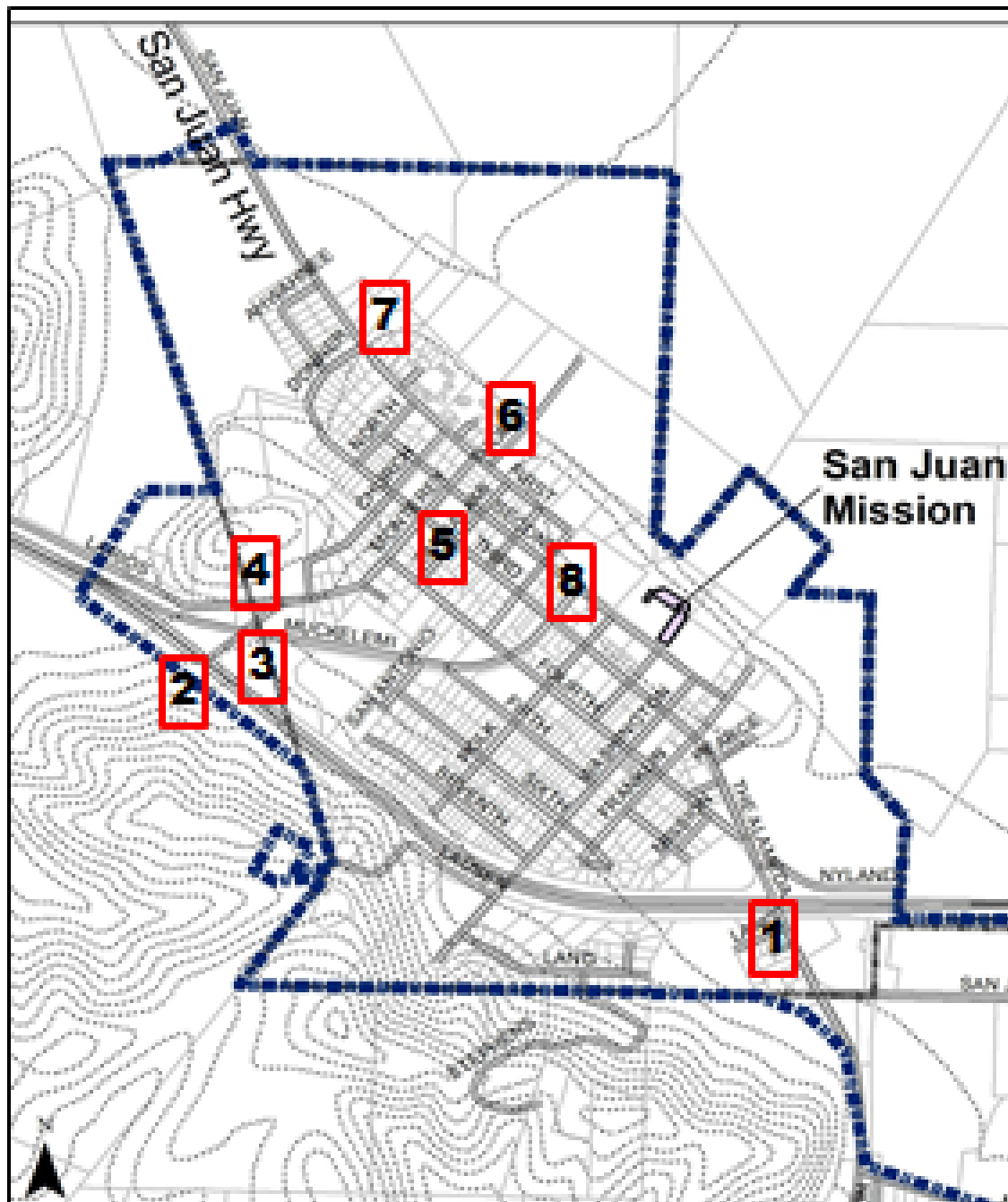


Figure A4.15-1 identifies the study intersections and roadway segments. Table A4.15-8 and Table A4.15-9 show associated turning volumes under existing conditions for AM and PM peak hours respectively.

Figure A4.15-9 Study Intersections and Roadway Segments



- | | |
|---------------------------------|--|
| 1. SR 156 & The Alameda | 5. 3rd St. & Monterey St. |
| 2. SR 156 & Monterey St. | 6. 1st St. & Monterey St. |
| 3. Muckelemi St. & Monterey St. | 7. 1st St. & Donner Street |
| 4. Larios Dr. & Monterey St. | 8. Muckelemi St. & 3 rd St./Alameda |

A4.15.2 EXISTING OPERATING CONDITIONS

In order to establish baseline traffic conditions in the study area, an assessment was conducted of operations under existing conditions. Traffic conditions are evaluated using Level of Service (LOS), a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or congested conditions with excessive delays. Such standards can also be used to measure the user experience of all travelers in the transportation system including pedestrians, bicyclists, and transit riders, using standards in the Highway Capacity Manual (HCM) published by the Transportation Research Board (TRB). Table A4.15-1 provides descriptions of LOS levels with respective thresholds of delay for signalized intersections. Table A4.15-2 provides similar information for unsignalized intersections.

Table A4.15-1 Signalized Intersection LOS Definitions Based on Control Delay

LOS	Description of Operations	Average Control Delay per Vehicle (sec)
A	Signal timing is extremely favorable. Most automobiles arrive during the green phase and do not stop at all. Short cycle length may also contribute to the low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than on LOS A, increasing vehicular delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high-volume-to capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation; that is, when arrival flow-rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delays.	Greater than 80.0

Source: National Research Council, 2000

Table A4.15-2 Other Intersection LOS Definitions

LOS	Description of Operations	Unsignalized Intersections Based on Delay	All Intersections Based on Critical Flow Volumes
		Average Control Delay per Vehicle (sec)	Volume to Capacity Ratio
A	Little or no traffic delay	10.0 or less	0.00 to 0.63
B	Short traffic delays	10.1 to 15.0	0.63 to 0.72
C	Average traffic delays	15.1 to 25.0	0.72 to 0.81
D	Long traffic delays	25.1 to 35.0	0.81 to 0.91
E	Very Long traffic delays	35.1 to 50.0	0.91 to 1.00
F	Extreme traffic delays	Greater than 50.0	Greater than 1.00

Source: National Research Council, 2000

Recent studies have determined that the study intersections operate at acceptable LOS C or better, except for the two-way stop controlled intersection of SR 156 and Monterey Street, which operates at LOS D during both peak periods. Table A4.15-3 shows LOS at major intersections in the City based on the methods of the 2000 Highway Capacity Manual.

Table A4.15-3 Level of Service at Major Intersections in San Juan Bautista, CA

Intersection	Existing Control	Peak Hour	Existing Conditions		
			Delay ¹	Worst Delay ²	LOS
1 SR 156 & The Alameda	Signalized	AM	13.7	-	B ³
		PM	15.9	-	B ³
2 SR 156 & Monterey St.	TWSC	AM	0.4	27.9	D ⁴
		PM	0.7	28.5	D ⁴
3 Muckelemy St. & Monterey St.	AWSC	AM	7.3	-	A ⁴
		PM	7.1	-	A ⁴
4 Larios Dr. & Monterey St.	OWSC	AM	0.7	8.5	A ⁴
		PM	0.1	8.5	A ⁴
5 3 rd St. & Monterey St.	TWSC	AM	4.8	9.2	A ⁴
		PM	4.1	9.5	A ⁴
6 1 st St. & Monterey St.	AWSC	AM	7.2	-	A ⁴
		PM	7.1	-	A ⁴
7 1 st St. & Donner Street	OWSC	AM	0.2	9.1	A ⁴
		PM	0.2	9.3	A ⁴
8 3 rd St. & Muckelemy Street	AWSC	AM	7.1	-	A
		PM	7.4	-	A

TWSC = Two-Way Stop Controlled Intersection

AWSC = All-Way Stop Controlled Intersection

OWSC = One-Way Stop Controlled Intersection

¹Whole intersection weighted average control delay expressed in seconds per vehicle.

²The worst case delay is normally the time it would take vehicle on the minor street of an unsignalized intersection to make a left-turn onto the major street, expressed in seconds per vehicle.

³2035 San Benito County General Plan Update Draft Program Environmental Impact Report, 2013

Data Collected: 11/01/11

⁴Traffic Impact Study for the Proposed Christopher Ranch Development, 2014

Data Collected: 03/20/14

A4.15.3 THE FOUR-STEP PROCESS

A4.15.3.1 TRIP GENERATION

This is accomplished using equations from the Institute of Transportation Engineers Trip Generation Manual, 12th Edition. Table A4.15-4 shows the particular equations used for various land uses and specific periods of time. Table A4.15-5 shows the size of various land uses and corresponding number of trips by time period for the entire Plan and for each growth area. Overall, potential new development is estimated to generate nearly 27,000 new trips daily distributed across the city-wide network of which approximately 10 percent would occur during the highest peak hour.

Table A4.15-4 Land Use Types and Corresponding Equations

Land Use (Unit)		Formula Used	Inbound Percent	Outbound Percent
Housing - Low and Medium Density (# of Dwelling Units)	All Day	$\ln(t)=0.92\ln(x)+2.72$	50	50
	AM Peak	$T=0.70(x)+9.74$	25	75
	PM Peak	$\ln(t)=0.90\ln(x)+0.51$	63	37
Housing – High Density (# of Dwelling Units)	All Day	$T=6.06(x)+123.56$	50	50
	AM Peak	$T=0.49(x)+3.73$	20	80
	PM Peak	$T=0.55(x)+17.65$	65	35
Specialty Retail Center (1000 sq. ft.)	All Day	$T=42.78(x)+37.66$	50	50
	AM Peak	$T=2.40(x)+21.48$	48	52
	PM Peak	$T=4.91(x)+115.59$	44	56
Business Park (# of Employees)	All Day	$T=3.19(x)+928.86$	50	50
	AM Peak	$\ln(T)=0.86\ln(x)+0.27$	85	15
	PM Peak	$\ln(T)=0.81\ln(x)+0.54$	21	79
General Light Industrial (# of Employees)	All Day	$T=2.95(x)+30.57$	50	50
	AM Peak	$T=0.27(x)+70.47$	83	17
	PM Peak	$T=0.29(x)+58.03$	21	79

Source: Institute of Transportation Engineers, 2012

Table A4.15-5 Trips Generated by Land Use Types

Plan Total											
Time of Day	Low/Medium Density (# Dwelling Units)	Low/Medium Density (# Trips Generated)	High Density (# Dwelling Units)	High Density (# Trips Generated)	Business Park (# of Employees)	Business Park (# Trips Generated)	General Light Industrial (# of Employees)	General Light Industrial (# Trips Generated)	Specialty Retail Center (1000 sq. ft.)	Specialty Retail Center (# Trips Generated)	Total Trips Created
All Day	1356	11561	465	2942	2298	8260	991	2955	200	621	26339
AM Peak	1356	959	465	232	2298	1019	991	339	200	125	2674
PM Peak	1356	1098	465	274	2298	907	991	346	200	117	2742
Growth Area 1											
Time of Day	Low/Medium Density (# Dwelling Units)	Low/Medium Density (# Trips Generated)	High Density (# Dwelling Units)	High Density (# Trips Generated)	Business Park (# of Employees)	Business Park (# Trips Generated)	General Light Industrial (# of Employees)	General Light Industrial (# Trips Generated)	Specialty Retail Center (1000 sq. ft.)	Specialty Retail Center (# Trips Generated)	Total Trips Created
All Day	554	5074	0	0	0	0	0	0	3	40	5114
AM Peak	554	398	0	0	0	0	0	0	3	72	470
PM Peak	554	491	0	0	0	0	0	0	3	59	550
Growth Area 2											
Time of Day	Low/Medium Density (# Dwelling Units)	Low/Medium Density (# Trips Generated)	High Density (# Dwelling Units)	High Density (# Trips Generated)	Business Park (# of Employees)	Business Park (# Trips Generated)	General Light Industrial (# of Employees)	General Light Industrial (# Trips Generated)	Specialty Retail Center (1000 sq. ft.)	Specialty Retail Center (# Trips Generated)	Total Trips Created
All Day	112	1166	0	0	0	0	0	0	56	196	1362
AM Peak	112	89	0	0	0	0	0	0	56	86	175
PM Peak	112	117	0	0	0	0	0	0	56	75	192
Growth Area 3											
Time of Day	Low/Medium Density (# Dwelling Units)	Low/Medium Density (# Trips Generated)	High Density (# Dwelling Units)	High Density (# Trips Generated)	Business Park (# of Employees)	Business Park (# Trips Generated)	General Light Industrial (# of Employees)	General Light Industrial (# Trips Generated)	Specialty Retail Center (1000 sq. ft.)	Specialty Retail Center (# Trips Generated)	Total Trips Created
All Day	131	1347	86	645	0	0	0	0	64	220	2212
AM Peak	131	102	86	46	0	0	0	0	64	88	236
PM Peak	131	134	86	65	0	0	0	0	64	77	276
Growth Area 4											
Time of Day	Low/Medium Density (# Dwelling Units)	Low/Medium Density (# Trips Generated)	High Density (# Dwelling Units)	High Density (# Trips Generated)	Business Park (# of Employees)	Business Park (# Trips Generated)	General Light Industrial (# of Employees)	General Light Industrial (# Trips Generated)	Specialty Retail Center (1000 sq. ft.)	Specialty Retail Center (# Trips Generated)	Total Trips Created
All Day	559	5116	379	2421	2298	8260	991	2955	77	258	19010
AM Peak	559	402	379	190	2298	1019	991	339	77	92	2042
PM Peak	559	495	379	227	2298	907	991	346	77	81	2056

A4.15.3.2 TRIP DISTRIBUTION

Trips were distributed to and from the centroids to growth areas according to the directional distribution of trips. The ITE rates include percentages for the split between arriving and departing trips for various land use types. Table A4.15-6 and A4.15-7 are a summary of inbound and outbound trips. These trips were summed over all land use proposals for growth areas to determine the trip table for assignment. General patterns in the directional flow of traffic were gathered from Longitudinal Employer Household Dynamics “On the Map” web tool based on commute travel data collected by the US Census. The tool shows the proportion of travel flows in each direction, which was applied to trip generation forecasts in order to determine the directionality of all trips going in and out of the four proposed development zones in the preferred growth scenario of the Plan. The visual representation of the directionality of travel is shown in Figure A4.15-1.

Figure A4.15-10 Directional Distribution of Trips in San Juan Bautista

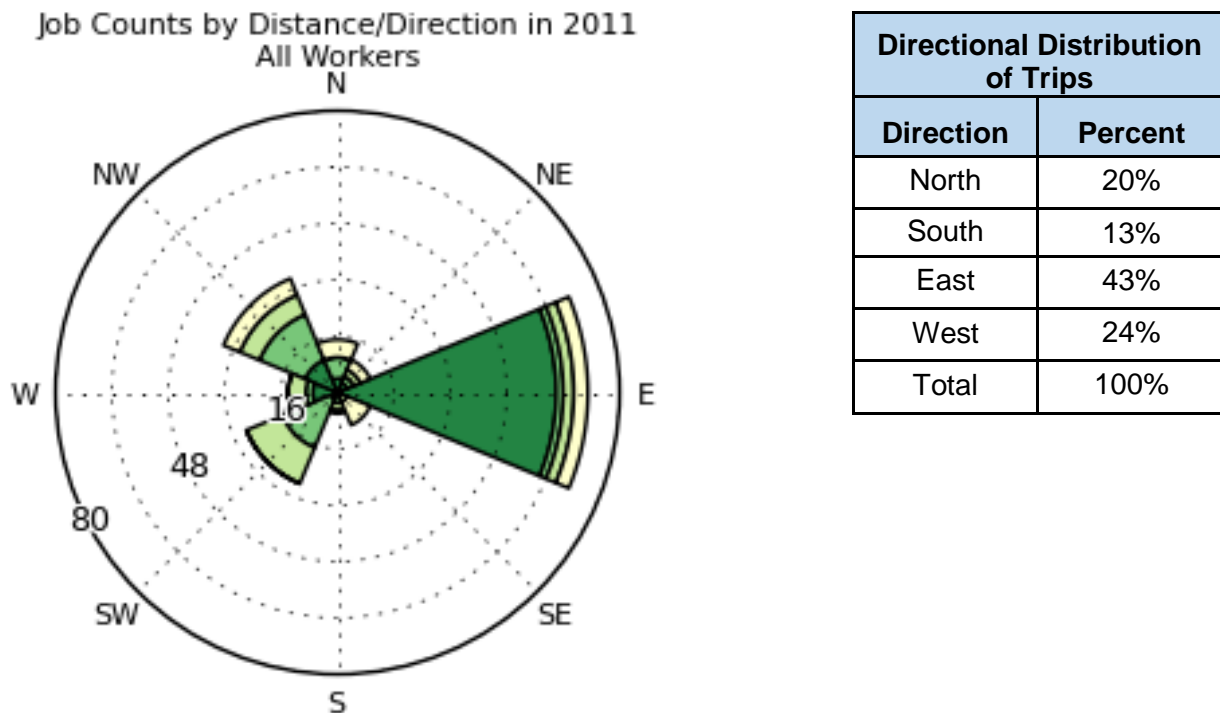


Table A4.15-6 Inbound Distribution of Trips

Inbound Trips

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Inbound Trips Created
All Day	5781	1471	4130	1478	311	13171
AM Peak	240	47	866	281	60	1494
PM Peak	692	178	200	73	52	1195

Growth Area 1

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Inbound Trips Created
All Day	2537	0	0	0	20	2557
AM Peak	100	0	0	0	35	135
PM Peak	310	0	0	0	26	336

Growth Area 2

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Inbound Trips Created
All Day	583	0	0	0	98	681
AM Peak	23	0	0	0	42	65
PM Peak	74	0	0	0	33	107

Growth Area 3

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Inbound Trips Created
All Day	674	323	0	0	110	1107
AM Peak	26	10	0	0	43	79
PM Peak	85	43	0	0	34	162

Growth Area 4

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Inbound Trips Created
All Day	2558	1211	4130	1478	129	9506
AM Peak	101	38	866	281	44	1330
PM Peak	312	147	200	73	36	768

Table A4.15-7 Outbound Distribution of Trips

Outbound Trips

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Outbound Trips Created
All Day	5781	1471	4130	1478	311	13171
AM Peak	720	186	153	58	65	1182
PM Peak	407	96	707	273	65	1548

Growth Area 1

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Outbound Trips Created
All Day	2537	0	0	0	20	2557
AM Peak	299	0	0	0	38	337
PM Peak	182	0	0	0	33	215

Growth Area 2

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Outbound Trips Created
All Day	583	0	0	0	98	681
AM Peak	67	0	0	0	45	112
PM Peak	44	0	0	0	42	86

Growth Area 3

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Outbound Trips Created
All Day	674	323	0	0	110	1107
AM Peak	77	37	0	0	46	160
PM Peak	50	23	0	0	43	116

Growth Area 4

Time of Day	Low/Medium Density (# Trips Generated)	High Density (# Trips Generated)	Business Park (# Trips Generated)	General Light Industrial (# Trips Generated)	Specialty Retail Center (# Trips Generated)	Total Outbound Trips Created
All Day	2558	1211	4130	1478	129	9506
AM Peak	301	152	153	58	48	712
PM Peak	183	80	707	273	46	1289

A4.15.3.3 MODE CHOICE

Since it is vehicle trips that are generated for assignment to the highway network, the mode choice step is eliminated. While compact development is expected to eliminate some vehicle trips for transit and non-motorized travel, the analysis did not include adjustments for the potential reduction in vehicle trips. This renders the analysis a worst-case scenario.

A4.15.3.4 TRIP ASSIGNMENT

Vehicle trips from trip generation are assigned according to directional distribution of trips presented under trip distribution. The assumption is that vehicles passing through the key study intersections will use the shortest paths to and from the growth areas. Table A4.15-8 shows the existing, project only, and existing plus project intersection turning volumes for the AM peak period. Table A4.15-9 shows the intersection turning volumes for the PM peak period.

Table A4.15-8 AM Peak Period Projected Future Trips

AM

# 1 SR 156 & The Alameda	The Alameda Northbound			SR 156 Eastbound			The Alameda Southbound			SR 156 Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	42	31	18	41	435	17	97	24	82	10	846	122
Project	388	36	288	13		758	208	12	21	572		34
Existing + Project	430	67	306	54	435	775	305	36	103	582	846	156

# 2 SR 156 & Monterey Street	Monterey Street Northbound			SR 156 Eastbound			Monterey Street Southbound			SR 156 Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	0	0	0	32	503	0	8	1	4	1	1042	16
Project				90	772		48				433	
Existing + Project	0	0	0	122	1275	0	56	1	4	1	1475	16

# 3 Muckelimi Street & Monterey Street	Monterey Street Northbound			Muckelimi Street Eastbound			Monterey Street Southbound			Muckelimi Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	1	20	26	0	0	0	1	8	41	4	10	3
Project		36	53				13		91	48	46	22
Existing + Project	1	56	79	0	0	0	14	8	132	52	56	25

# 4 Larios Drive & Monterey Street	Monterey Street Northbound			Larios Drive Eastbound			Monterey Street Southbound			Larios Drive Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	2	14	0	3	0	0	0	38	1	0	0	0
Project		59						104				
Existing + Project	2	73	0	3	0	0	0	142	1	0	0	0

# 5 3rd Street & Monterey Street	Monterey Street Northbound			3rd Street Eastbound			Monterey Street Southbound			3rd Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	7	35	6	0	10	17	37	40	1	5	8	26
Project		59					161	104				90
Existing + Project	7	94	6	0	10	17	198	144	1	5	8	116

# 6 1st Street & Monterey Street	Monterey Street Northbound			1st Street Eastbound			Monterey Street Southbound			1st Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	68	0	0	0	1	81	0	0	0	3	4	0
Project	162					298						
Existing + Project	230	0	0	0	1	379	0	0	0	3	4	0

# 7 1st Street & Donner Street	Donner Street Northbound			1st Street Eastbound			Donner Street Southbound			1st Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	2	0	1	0	73	3	0	0	0	0	86	0
Project					56						122	
Existing + Project	2	0	1	0	129	3	0	0	0	0	208	0

# 8 3rd Street & Muckeleli Street	Muckeleli Street Northbound			3rd Street Eastbound			Muckeleli Street Southbound			3rd Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	8	6	13	15	33	10	0	0	0	12	22	19
Project			8		161					16	32	
Existing + Project	8	6	21	15	194	10	0	0	0	28	54	19

Table A4.15-9 PM Peak Period Projected Future Trips

PM

# 1 SR 156 & The Alameda	The Alameda Northbound			SR 156 Eastbound			The Alameda Southbound			SR 156 Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	28	34	11	45	848	34	106	45	34	10	642	112
Project	703	64	522	28		438	138	8	16	330		70
Existing + Project	731	98	533	73	848	472	244	53	50	340	642	182

# 2 SR 156 & Monterey Street	Monterey Street Northbound			SR 156 Eastbound			Monterey Street Southbound			SR 156 Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	0	0	0	90	929	0	8	0	4	0	766	19
Project				170	465		37				754	
Existing + Project	0	0	0	260	1394	0	45	0	4	0	1520	19

# 3 Muckelimi Street & Monterey Street	Monterey Street Northbound			Muckelimi Street Eastbound			Monterey Street Southbound			Muckelimi Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	0	34	84	0	0	0	5	8	25	9	36	5
Project		91	91				21		58	37	35	17
Existing + Project	0	125	175	0	0	0	26	8	83	46	71	22

# 4 Larios Drive & Monterey Street	Monterey Street Northbound			Larios Drive Eastbound			Monterey Street Southbound			Larios Drive Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	0	31	0	0	0	1	0	38	1	0	0	0
Project		108						79				
Existing + Project	0	139	0	0	0	1	0	117	1	0	0	0

# 5 3rd Street & Monterey Street	Monterey Street Northbound			3rd Street Eastbound			Monterey Street Southbound			3rd Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	14	31	7	0	6	17	43	73	2	0	13	17
Project		108					125	79				168
Existing + Project	14	139	7	0	6	17	168	152	2	0	13	185

# 6 1st Street & Monterey Street	Monterey Street Northbound			1st Street Eastbound			Monterey Street Southbound			1st Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	54	0	0	0	1	128	0	0	0	3	8	0
Project	309					226						
Existing + Project	363	0	0	0	1	354	0	0	0	3	8	0

# 7 1st Street & Donner Street	Donner Street Northbound			1st Street Eastbound			Donner Street Southbound			1st Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	1	0	1	0	147	1	0	0	0	2	58	0
Project					121						83	
Existing + Project	1	0	1	0	268	1	0	0	0	2	141	0

# 8 3rd Street & Muckeleli Street	Muckeleli Street Northbound			3rd Street Eastbound			Muckeleli Street Southbound			3rd Street Westbound		
	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn	Left Turn	Thru	Right Turn
Existing	25	20	44	20	44	13	0	0	0	13	24	20
Project			16		125					12	23	
Existing + Project	25	20	60	20	169	13	0	0	0	24	47	20

A4.15.4 FUTURE LEVEL OF SERVICE ANALYSIS

Traffic operations are analyzed with additional new development traffic assuming existing capacity and traffic control. Results are summarized in Table A4.15-10. The analyses indicate the following:

- Conditions will remain acceptable at most locations throughout the network during the morning peak period. The exceptions are the two intersections with SR 156, intersections #1 and #2.
- During the afternoon peak period, conditions will deteriorate to LOS F at two locations, intersections #1 and #2.
- The deterioration of LOS during both AM and PM peak hours stem from a large increase in turning traffic from the minor street onto SR 156.
- Despite the long-term nature of the project and the worst-case nature of the analyses, additional LOS analysis build-out conditions reveals that both of the problem locations could be addressed as shown in the lower portion of Table A4.15-10 with certain geometric improvements.

Table A4.15-10 Summary of Future Levels of Service

Summary of Future LOS Analyses - No Geometric Improvements							
Intersection		AM Peak			PM Peak		
#	Name	Delay	Worst Delay	LOS	Delay	Worst Delay	LOS
1	SR 156 & The Alameda	77.3		E	125.9		F
2	SR 156 & Monterey Street		89.1	F		144.4	F
3	Muckelemi Street & Monterey Street	7.9		A	8.7		A
4	Larios Drive & Monterey Street		9.7	A		8.8	A
5	Third Street & Monterey Street		11.9	B		11	B
6	First Street & Monterey Street	9.8		A	11.5		B
7	First Street & Donner Street		9.9	A		10.3	B
8	Third Street & Muckelemi Street	8.1		A	8.2		A
Summary of Future LOS Analyses - With Geometric Improvements							
Intersection		AM Peak			PM Peak		
#	Name	Delay	Worst Delay	LOS	Delay	Worst Delay	LOS
1	SR 156 & The Alameda	35		C	34		C
2	SR 156 & Monterey Street	18.4		B	19.2		B
3	Muckelemi Street & Monterey Street	7.9		A	8.7		A
4	Larios Drive & Monterey Street		9.7	A		8.8	A
5	Third Street & Monterey Street		11.9	B		11	B
6	First Street & Monterey Street	9.8		A	11.5		B
7	First Street & Donner Street		9.9	A		10.3	B
8	Third Street & Muckelemi Street	8.1		A	8.2		A

A4.15.5 POTENTIAL MITIGATION MEASURES

The analyses suggest that build-out of the Plan would require certain improvements to the roadway infrastructure especially at the intersections with SR 156. The majority of job growth occurs south of SR 156, funneling the traffic through the one intersection with SR 156 at The Alameda.

As specific developments come on line more specific geometric and operations improvements should be identified. The potential improvements suggested for the intersection of **SR 156 at The Alameda** include:

- Provision of two right turn lanes northbound on The Alameda,
- Provision of two left turn lanes northbound on The Alameda,
- Provision of one right turn lane eastbound on SR 156, and
- Utilization of protected and permitted overlap phasing for right turn movements.

The intersection of **SR 156 at Monterey Street** would need further investigation for the possible addition of a signal at full build-out of the Plan. Potential improvements include:

- The future signal at Monterey Street should be synchronized with the signal at The Alameda to take advantage of gaps created during phasing for the eastbound left turn. Left turns at Monterey Street should use that gap.
- In addition to the signal, a double left turn storage bay may be created to aid in quick discharge of the left turn volumes onto Monterey which may be tapered back to one lane if necessary.

Another potential improve that the analyses suggest is the reconfiguration of the intersection of SR 156 and The Alameda to accommodate the high levels of turning vehicles from the minor street to the highway. A single point urban interchange (SPUI) could better accommodate the large number of turning vehicles and eliminate issues with LOS during both AM and PM peak periods.

A4.15.6 CONCLUSIONS

The analysis of transportation impacts of the proposed Plan reveals that certain locations would be heavily impacted to the point of worsening travel experience to unacceptable levels if exiting infrastructure remains as it is today. But this is no surprise as build-out of development over two decades must require commensurate improvements to infrastructure. It is notable that much of the network would not be so gravely impacted even with existing transportation infrastructure. That leaves the few identified bottleneck locations to be addressed as developments come on line. Since the improvements would be triggered by added development, the City has the opportunity to use traffic impact fees (TIFs) through the Council of San Benito County Governments' fee study program.

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APPENDIX A: RESPONSE TO COMMENTS ON THE NOTICE OF PREPERATION

Comment #	Comments	Organization	Where was the comment addressed
1	The City's Sphere of Influence to be modified to more correctly reflect the General Plan and probable physical boundaries and service area.	LAFCO	3.1.2 Project Boundaries, pg. 69-71
2	Enumerate public services and providers.	LAFCO	4.14 Public Services, pg. 355
3	Define the relationship between the General Plan and regional housing projections.	LAFCO	Table 4.13-3 Population Projections, pg. 331

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APPENDIX B: RESPONSE TO COMMENTS ON THE 2015 SAN JUAN BAUTISTA DRAFT EIR

The Response to Comments chapter of the EIR includes comment letters for the San Juan Bautista General Plan EIR. These comment letters were received from entities including state agencies and the general public. In accordance with CEQA Guidelines §15132(d), this Final EIR presents the City's response to comments submitted during the 2015 EIR review and consultation process.

The comment letters are presented in chronological order with the responses following the individual letters. Comment letters are reproduced in total, and numerical annotation has been added as appropriate to delineate and reference the responses to those comments.

Agency Comment Letters and Responses

The following agencies have submitted comments on the 2015 EIR.

Respondent	Code	Contact Information	Page
California Department of Transportation Posted: August 27, 2014	CALTRANS(a)	50 Higuera St San Luis Obispo, CA 93401 <i>Contact: John Olejnik, Associate Transportation Planner</i>	496
WSA Consultants in Archaeology and Historic Preservation Posted: June 11, 2015	WSA(a)	P.O. Box 1420 San Juan Bautista, CA 95405 <i>Contact: Roger Grimsley, City Manager</i>	501
WSA Consultants in Archaeology and Historic Preservation Posted: June 11, 2015	WSA(b)	P.O. Box 1420 San Juan Bautista, CA 95405 <i>Contact: Roger Grimsley, City Manager</i>	504
WSA Consultants in Archaeology and Historic Preservation Posted: June 11, 2015	WSA(c)	P.O. Box 1420 San Juan Bautista, CA 95405 <i>Contact: Roger Grimsley, City Manager</i>	507

Association of Monterey Bay Area Governments Posted: June 22, 2015	AMBAG	P.O. Box 809 Marina, CA 93933 <i>Contact: Heather Adamson, Director of Planning</i>	510
California Department of Transportation Posted: June 22, 2015	CALTRANS(b)	50 Higuera St San Luis Obispo, CA 93401 <i>Contact: John Olejnik, Associate Transportation Planner</i>	512
California Department of Conservation Posted: June 24, 2015	CDOC	801 K Street Sacramento, CA 95814 <i>Contact: Farl Grundy, Environmental Planner</i>	518

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



Serious drought
Help save water!

August 27, 2014

SBt-156.Var.

Roger Grimsley, City Manager
City of San Juan Bautista
311 Second Street
San Juan Bautista, CA 95045

Dear Mr. Grimsley:

COMMENTS TO SAN JUAN BAUTISTA DRAFT GENERAL PLAN

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced document and offers the following comments.

- | | |
|---|---------------|
| 1. In the discussions of alternatives, scenarios, objectives, and so forth, the background of each analysis should presume the State Route (SR) 156 widening project is in place. | CALTRANS(a)-1 |
| 2. Page 56 and Map 4.11 describes the area along the south side of SR 156 from San Juan Creek Bridge to the east across Mission/Vineyard Road as a stream when it is actually a drainage ditch. | CALTRANS(a)-2 |
| 3. Comparing alternatives, few of the exhibits/figures include the recently approved fuel station and restaurant on the south side of SR 156 and The Alameda. | CALTRANS(a)-3 |
| 4. Section 6.3.2 (Circulation) should include statements that with General Plan growth, additional traffic analysis at Muckelemei Street is needed. | CALTRANS(a)-4 |
| 5. Section 6.3.4 (page 131, last paragraph) states Caltrans is proposing a bikeway along the existing SR 156 when the new facility is built. Please note that when complete, the existing SR 156 will become a county road; although the County passed a resolution proposing the existing SR 156 convert to a multi-use trail and access road, specific improvements are unknown at this time. | CALTRANS(a)-5 |
| 6. Objective N1.1, Program N1.2-1.3 has a goal of maintaining the existing 55 MPH on SR 156 at The Alameda and implementing traffic calming devices along the route. Since speed limits are set by Caltrans and the California Vehicle Code, and traffic calming devices are not part of the current widening project, it would be best to remove these statements. | CALTRANS(a)-6 |

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

San Juan Bautista Draft General Plan
August 27, 2014
Page 2

7. Throughout the document are references and images of the proposed multi-use path utilizing an existing undercrossing on SR 156. While the *design* of widening project will not preclude such a use, there are several concerns that Caltrans would have related to allowing it to be developed as a path, park, buildings, etc. Some concerns are:

CALTRANS(a)-7

-- Although channelized and degraded, this creek is a blue-line stream on the USGS Quadrangle for San Juan Bautista and provides one of the only locations where wildlife can cross under rather than over SR 156. Developing this area with a linear park that includes light industrial uses with lighting would diminish the value of the location as a wildlife undercrossing and may potentially exclude wildlife.

--Developing a linear park in this location contradicts the General Plan regarding preserving and protecting stream channels: "Creeks and Streams. All lands within 100 ft. of streams should be preserved in order to protect streams from damage and poor water quality. Streams are also subject to periodic flooding during extreme rain events. Development within stream buffers is therefore constrained due to public safety and conservation efforts. Map 4.11 shows 100 ft. buffers around all of the streams within the City." (Page 56)

--Program OS 2.1.1.3 (Page 185) discusses implementing a linear park along drainage easements for increased open space and connections. This contradicts the following policies and goals: *Goal CO 4 page 179: Protection of wildlife habitat, air quality, and water resources. Conservation Goal 4. Pg 12/pg 179 and Objective LU 2.7: Protection of wildlife corridors.*

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,



JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator
john.olejnik@dot.ca.gov

cc: Richard Rosales (D5)
Nancy Siepel (D5)
Mark McCumsey (D5)

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to enhance California's economy and livability"*

Comment No.	Response
CALTRANS(a)-1	<p>The City recognizes that Caltrans will widen State Route 156. While the City lacks jurisdiction on the SR 156 project, it ought to work with Caltrans to integrate the community's vision and character with regional transportation goals. The preferred alternative (i.e. General Plan) assumes the widening project as acknowledged in Program N 1.2.1.2 "Work with Cal Trans to limit speeds on State Route 156 following widening to 4 lanes along City limits." Program N 1.2.1.2 is modified to read <u>"Work with Caltrans to limit noise and traffic impacts to maximize benefits of the State Route 156 widening project to serve the community's commercial sector and mobility needs"</u>.</p>
CALTRANS(a)-2	<p>As the name "San Juan Creek" suggests, the drainage ditch is not man-made, but a natural path for water flow that is captured on USGS maps. The plan proposes keeping the same 100-foot buffer along drainage ways whether they are perennial or intermittent creeks or other water channels. That is why the text and Map 4.11 indicate the buffer along San Juan Creek.</p> <p>No changes to the General Plan are necessary.</p>
CALTRANS(a)-3	<p>The General Plan focuses on land use categories rather than specific activities. Map 6.9 and Map 6.12 clearly show the referenced area in red color indicating "commercial land use", which inevitably includes fuel stations and restaurants.</p> <p>No changes to the General Plan are necessary.</p>
	<p>Comments noted. The issue of development impact fees is addressed by the following statements in the General Plan:</p> <p>Policy PF 8.1.1 Require impact fees and assessment districts to fund infrastructure projects.</p> <p>Program PF 8.1.1.1 Use development impact fees to offset the cost of extending or upgrading infrastructure to new development.</p> <p>Program PF 8.1.1.2 Use voter-approved assessment districts to develop roads, water, sewer, drainage, and other infrastructure improvements in areas planned for urban uses during the time frame of this General Plan.</p> <p>Program OS 2.1.1.4 Include bikeway and trail implementation as part of transportation impact fees.</p> <p>Furthermore, the City's Traffic Impact Mitigation Fee Nexus Study, may be summarized as follows:</p> <p>San Benito County has adopted a traffic impact fee (TIF) program for new residential and commercial development to fund transportation improvements needed to keep pace with travel demand growth within the County through 2023. The TIF program identifies specific roadway</p>

improvement projects and new traffic signals throughout the county and cities that will be funded by the TIF. The City of San Juan Bautista did not participate in the Transportation Impact Mitigation Fee Study that was prepared for Council of San Benito County Governments Dated March 21, 2011. However, San Juan Bautista was designated in zone 2 of the study's figure 1. The City of San Juan Bautista incorporated and adopted the fee schedule of zone 1 on Table E.1, "Transportation Impact Mitigation Fee" (TIMF) program of the study to mitigate transportation travel demands within the City. Zone 2 identified improvements and intersection projects for funding under the TIMF program that would provide little benefit to the City of San Juan Bautista and surrounding areas. A large percentage of San Juan Bautista residents travel north and west on existing roads and streets to State Highway 101. Zone 1 provides a better and more direct assessment of projects that would benefit and meet the travel demand growth of the City of San Juan Bautista. The City has implemented zone 1 Transportation Impact Mitigation Fee (TIMF) for new residential and commercial development since 2012.

Additional language is again added at the end of section 6.2.3 on Circulation specifically in line with the City's Nexus Study as follows:

The City of San Juan Bautista will continue to implement its Transportation Impact Mitigation Fee (TIMF) for new residential and commercial development that was instituted since 2012. Fees will be commensurate with the level of impact identified for specific, proposed developments.

CALTRANS(a)- 5	Comments noted; the following changes are made: Regional connections are a very important part of the bikeway system. After the SR 156 widening project, the California Department of Transportation (Caltrans) will be handing over the frontage road to the County to create connections to Hollister, including a bikeway along the frontage road that would connect to the City at Breen Road. As part of the Bikeway and Pedestrian Master Plan adopted by the council of governments, the County is also proposing a river parkway trail that would connect San Juan Bautista to Hollister and the County fairgrounds <u>possible multi-modal improvements.</u>
CALTRANS(a)- 6	Any applicable changes have been made. See CALTRANS(a)-1
CALTRANS(a)- 7	<p>We do not see the use of the Creek underpass for a multi-use path as a contradiction in the General Plan for the following reasons:</p> <ol style="list-style-type: none"> Any type of physical structure (light industrial or otherwise) is not envisioned to occupy the Creek channel or 100-foot buffer. Demarcating biking or walking paths within the 100-foot buffer creates clear channels for human use (that would not be more than a total of 15 feet wide at most) while leaving the rest of the buffer clear for wildlife and preservation of any kind of water that might flow within the Creek channel. The linear park along the 100-foot buffer is precisely meant to accommodate flooding during extreme weather events. The choice of a linear park is considered compatible with flooding events as there would be little or no

structures to be destroyed. This is a situation not that different from hiking trails that go through wildlife habitats.

No change to the General Plan is needed.



Consultants in Archaeology and Historic Preservation

June 11, 2015

Ms. Ann Marie Sayers
Indian Canyon Mutsun Band of Costanoan
P.O. Box 28
Hollister, CA 95024

Dear Ms. Sayers,

The City of San Juan Bautista is considering an amendment to the City's General Plan in order to accommodate the Copperleaf Residential Development. The project is situated on 13 acres of land in San Juan Bautista that includes an existing barn, outbuildings, and a municipal well located within Township 12 South, Range 4 East, Section 33, as depicted on the 1995 San Juan Bautista U.S. Geological Survey 7.5 minute topographic quadrangle (see attached map). The City of San Juan Bautista is the lead agency for this project.

As this project will require an amendment to the City's General Plan, the City is required to implement Government Code §65352.3, which requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. In accordance with statutory requirements stipulated in Senate Bill 18 (SB 18):

Prior to the adoption or any amendment of a general or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purposes of preserving, or mitigating, impacts to cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment . . . (Supplement to General Plan Guidelines-2005).

To facilitate this government-to-government consultation and on behalf of the City of San Juan Bautista, WSA contacted the NAHC by letter on March 18, 2015 with a Tribal Consultation List Request. The NAHC provided your name as a person who may be interested in consulting with the City of San Juan Bautista during the planning stages of the Copperleaf Residential Development project.

The site of the Copperleaf residential development is situated within City of San Juan Bautista (Assessor's Parcel Number "APN" 012-130-031-0, 012-130-021-0, 012-130-023-0, 002-520-011-0). The project proposes to develop 13 acres between State Highway 156 and the San Juan-Hollister Highway which includes minor grading to balance the site, construction of an estimated 45 single-family detached homes on slab foundations, and installation of associated utilities in adjacent roadways.

WSA does not anticipate that the proposed project will impact prehistoric cultural resources. WSA, on behalf of the City of San Juan Bautista, invites you to participate in consultation for this project. The project sponsor understands and appreciates the importance of the Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, and Indian Canyon Mutsun Band of Costanoan tribes' participation in the local planning process. We would appreciate your response to this invitation at your earliest convenience. Per Government Code §65352.3(a)(2), from the date of receipt of this letter you have up to 90 days in which to consider this invitation and to request consultation.

Should you wish to request consultation with the City of San Juan Bautista, please contact Mr. Roger Grimsley, City Manager, City of San Juan Bautista at P.O. Box 1420 San Juan Bautista, CA 95045.

WSA(a)-1

We appreciate your interest in this process and hope that you will contact us if we may be of any further service, or may answer any questions you might have regarding this consultation.

Sincerely,

WILLIAM SELF ASSOCIATES

A handwritten signature in cursive script, appearing to read "James M. Allan", followed by a horizontal line.

James M. Allan, Ph.D., RPA
Vice-President

Attachment

Cc: Mr. Roger Grimsley, City Manager, City of San Juan Bautista

Comment No.	Response
WSA(a)-1	Standard notice of tribal consultation. No changes to the EIR are necessary.



Consultants in Archaeology and Historic Preservation

June 11, 2015

Mr. Valetin Lopez
Amah Mutsun Tribal Band
P.O. Box 5272
Galt, CA 95632

Dear Mr. Lopez,

The City of San Juan Bautista is considering an amendment to the City's General Plan in order to accommodate the Copperleaf Residential Development. The project is situated on 13 acres of land in San Juan Bautista that includes an existing barn, outbuildings, and a municipal well located within Township 12 South, Range 4 East, Section 33, as depicted on the 1995 San Juan Bautista U.S. Geological Survey 7.5 minute topographic quadrangle (see attached map). The City of San Juan Bautista is the lead agency for this project.

As this project will require an amendment to the City's General Plan, the City is required to implement Government Code §65352.3, which requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. In accordance with statutory requirements stipulated in Senate Bill 18 (SB 18):

Prior to the adoption or any amendment of a general or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purposes of preserving, or mitigating, impacts to cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment . . . (Supplement to General Plan Guidelines-2005).

To facilitate this government-to-government consultation and on behalf of the City of San Juan Bautista, WSA contacted the NAHC by letter on March 18, 2015 with a Tribal Consultation List Request. The NAHC provided your name as a person who may be interested in consulting with the City of San Juan Bautista during the planning stages of the Copperleaf Residential Development project.

The site of the Copperleaf residential development is situated within City of San Juan Bautista (Assessor's Parcel Number "APN" 012-130-031-0, 012-130-021-0, 012-130-023-0, 002-520-011-0). The project proposes to develop 13 acres between State Highway 156 and the San Juan-Hollister Highway which includes minor grading to balance the site, construction of an estimated 45 single-family detached homes on slab foundations, and installation of associated utilities in adjacent roadways.

WSA does not anticipate that the proposed project will impact prehistoric cultural resources. WSA, on behalf of the City of San Juan Bautista, invites you to participate in consultation for this project. The project sponsor understands and appreciates the importance of the Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, and Indian Canyon Mutsun Band of Costanoan tribes' participation in the local planning process. We would appreciate your response to this invitation at your earliest convenience. Per Government Code §65352.3(a)(2), from the date of receipt of this letter you have up to 90 days in which to consider this invitation and to request consultation.

P.O. Box 2192
61d Avenida de Orinda
Orinda CA 94563

William Self Associates, Inc.

Phone: 925-253-9070
Fax: 925-254-3553
Email: wself@williamselfassoc.com

WSA(b)-1

Should you wish to request consultation with the City of San Juan Bautista, please contact Mr. Roger Grimsley, City Manager, City of San Juan Bautista at P.O. Box 1420 San Juan Bautista, CA 95045.

We appreciate your interest in this process and hope that you will contact us if we may be of any further service, or may answer any questions you might have regarding this consultation.

Sincerely,

WILLIAM SELF ASSOCIATES

A handwritten signature in black ink, appearing to read "James M. Allan", with a horizontal line extending to the right.

James M. Allan, Ph.D., RPA
Vice-President

Attachment

Cc: Mr. Roger Grimsley, City Manager, City of San Juan Bautista

Comment No.	Response
WSA(b)-1	Standard notice of tribal consultation. No changes to the EIR are necessary.



Consultants in Archaeology and Historic Preservation

June 11, 2015

Ms. Irenne Zwierlein
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada Road
Woodside, CA 94062

Dear Ms. Zwierlein,

The City of San Juan Bautista is considering an amendment to the City's General Plan in order to accommodate the Copperleaf Residential Development. The project is situated on 13 acres of land in San Juan Bautista that includes an existing barn, outbuildings, and a municipal well located within Township 12 South, Range 4 East, Section 33, as depicted on the 1995 San Juan Bautista U.S. Geological Survey 7.5 minute topographic quadrangle (see attached map). The City of San Juan Bautista is the lead agency for this project.

As this project will require an amendment to the City's General Plan, the City is required to implement Government Code §65352.3, which requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places. In accordance with statutory requirements stipulated in Senate Bill 18 (SB 18):

Prior to the adoption of any amendment of a general or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purposes of preserving, or mitigating, impacts to cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment . . . (Supplement to General Plan Guidelines-2005).

To facilitate this government-to-government consultation and on behalf of the City of San Juan Bautista, WSA contacted the NAHC by letter on March 18, 2015 with a Tribal Consultation List Request. The NAHC provided your name as a person who may be interested in consulting with the City of San Juan Bautista during the planning stages of the Copperleaf Residential Development project.

The site of the Copperleaf residential development is situated within City of San Juan Bautista (Assessor's Parcel Number "APN" 012-130-031-0, 012-130-021-0, 012-130-023-0, 002-520-011-0). The project proposes to develop 13 acres between State Highway 156 and the San Juan-Hollister Highway which includes minor grading to balance the site, construction of an estimated 45 single-family detached homes on slab foundations, and installation of associated utilities in adjacent roadways.

WSA does not anticipate that the proposed project will impact prehistoric cultural resources. WSA, on behalf of the City of San Juan Bautista, invites you to participate in consultation for this project. The project sponsor understands and appreciates the importance of the Amah Mutsun Tribal Band, Amah Mutsun Tribal Band of Mission San Juan Bautista, and Indian Canyon Mutsun Band of Costanoan tribes' participation in the local planning process. We would appreciate your response to this invitation at your earliest convenience. Per Government Code §65352.3(a)(2), from the date of receipt of this letter you have up to 90 days in which to consider this invitation and to request consultation.

Should you wish to request consultation with the City of San Juan Bautista, please contact Mr. Roger Grimsley, City Manager, City of San Juan Bautista at P.O. Box 1420 San Juan Bautista, CA 95045.

WSA(c)-1

We appreciate your interest in this process and hope that you will contact us if we may be of any further service, or may answer any questions you might have regarding this consultation.

Sincerely,

WILLIAM SELF ASSOCIATES

A handwritten signature in black ink, appearing to read "James M. Allan", with a stylized flourish at the end.

James M. Allan, Ph.D., RPA
Vice-President

Attachment

Cc: Mr. Roger Grimsley, City Manager, City of San Juan Bautista

Comment No.	Response
WSA(c)-1	Standard notice of tribal consultation. No changes to the EIR are necessary.



ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

June 22, 2015

Mr. Roger Grimsley
311 Second Street
P.O. Box 1420
San Juan Bautista, CA 95045

RECEIVED JUN 25 2015

Dear Mr. Grimsley,

Thank you for the opportunity to review the DEIR for the 2035 San Juan Bautista General Plan Update. The following comments are offered for your consideration.

- In Chapter 4.7:
 - Page 241: The title of our MTP/SCS document is incomplete. It currently reads as, "Moving Forward 2035 Monterey Bay, ". Please change this to, "Moving Forward 2035 Monterey Bay Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)". **AMBAG-1**
 - Page 243: Please update the following sentence, "'An emissions inventory for the City of San Juan Bautista was conducted for the year 2005, based on existing land uses, by the Association of Monterey Bay Area Governments (AMBAG)." AMBAG has 2010 baseline inventories available. **AMBAG-2**
 - Page 255: Please update the following reference to our MTP/SCS: "Association of Monterey Bay Area Governments (AMBAG) to read as follows: 2014. Moving Forward 2035 Monterey Bay Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS)." **AMBAG-3**
 - Page 314: There is a reference to AMBAG 2008 Regional Growth Forecast. AMBAG regularly updates its regional growth forecast every 4-5 years. AMBAG's most recent growth forecast is the 2014 Regional Growth Forecast. **AMBAG-4**
- In Chapter 4.13.1:
 - Page 377: Please update the section on the Blueprint to include the fact that the Blueprint was approved in 2011 and the 2035 MTP/SCS adopted in 2014 supersedes this document in the blueprint/vision for the region that was developed to meet the provision of SB 375. **AMBAG-5**
 - In Table 4.13-3 "Population Projections", there are two different numbers listed for the year 2035 in this table. Please clarify the difference in population numbers. **AMBAG-6**
 - In Table 4.14-1 "Aromas San Juan Unified School District Communities Population", the AMBAG 2035 population projection for San Juan Bautista is inaccurate. The 2014 Regional Growth Forecast estimate for San Juan Bautista in 2035 is 2,092. Please revise accordingly. **AMBAG-7**

Thank you for the opportunity to review and comment on the DEIR. If you have any questions, please email me at hadamson@ambag.org.

Sincerely,

Heather Adamson
Director of Planning

Planning Excellence!

P.O.Box 809 Marina, CA 93933-0809 [ph] 831.883.3750 [fax] 831.883.3755 <http://www.ambag.org> info@ambag.org

Comment No.	Response
AMBAG-1	Suggested text amendments are incorporated into the document.
AMBAG-2	Suggested text amendments are incorporated into the document.
AMBAG-3	Suggested text amendments are incorporated into the document.
AMBAG-4	Suggested text amendments are incorporated into section 4.10 Land Use.
AMBAG-5	<u>The text is amended as follows: Table 4.13.1 provides the Blueprint's projection of population growth for San Benito County in comparison to its regional counterparts. In 2014, AMBAG adopted the Metropolitan Transportation Plan and the Sustainable Communities Strategy (MTP/SCS). The MTP/SCS outlines a 25 year plan of transportation plans that will enhance regional mobility and reduce GHG emissions. The plan also includes the most up to date regional growth forecasts outlined in table 4.13.1.</u>
AMBAG-6	<u>The following annotations are added to Table 4.13.3: 1- By 2035, San Juan Bautista will need 167 additional housing units to meet its estimated natural population growth. This value was calculated according to the State of California guidelines. This method determines growth by analyzing current birth, death, emigration, and immigration rates, and reflects them in 5 year age cohorts.</u> <u>2- The Department of Housing and Community Development (HCD) mandates that San Juan Bautista accommodate housing at a 3 percent annual growth rate to support housing needs in the region, caused chiefly by job growth outside of the region in the Silicon Valley (AMBAG, 2014). This would drastically increase the number of housing units needed in the City to 560 by 2035 with commensurate increase in population above the projection based on natural growth. This is the growth expectation accommodated in the plan.</u>
AMBAG-7	Suggested text amendments are incorporated into the document.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Serious drought
Help save water!*

June 22, 2015

SBt-156.Var.
SCH# 2014121005

Roger Grimsley, City Manager
City of San Juan Bautista
311 Second Street
San Juan Bautista, CA 95045

Dear Mr. Grimsley:

COMMENTS TO SAN JUAN BAUTISTA 2035 REVISED DRAFT GENERAL PLAN

Thank you for including the California Department of Transportation (Caltrans), District 5, in the process of reviewing the San Juan Bautista 2035 Draft General Plan. The mission of Caltrans is to provide a safe, sustainable, integrated, and efficient transportation system that helps enhance California's economy and livability. We review general plan amendments, land use projects, transportation improvements, etc., to ensure consistency with state planning priorities.

Caltrans is encouraged to see the document include language and policies that generally support the coordination between transportation and land use planning. Additionally, the policies provide a good description of how transportation demand and system management, pedestrian and bicycle facilities, and transit integration can help create efficient and multi-modal street connections.

Included in this letter is our previous correspondence dated August 27, 2014. It is provided for the record since some of the recommendations mentioned before were not incorporated in the current document. The following are some specific comments for the revised Draft EIR.

1. Hydraulics. Caltrans is concerned about the proposed growth on the south side of State Route (SR) 156, specifically the potential for increased 100-year flows to the highway. There is known flooding in these areas, particularly near The Alameda. The policies and mitigations presented in sections HY-4 and HY-8 should be strengthened to specifically prevent runoff and other impacts of the 100-year flow to SR 156.
2. The San Benito County Council of Governments (COG) is currently in the process of updating the countywide transportation impact mitigation fee program and nexus study. This program helps ensure that development and growth pay their fair share toward mitigating traffic impacts. Considering the significant growth as part of the general plan build out, it is important that San Juan Bautista participate in this current program effort. Caltrans recommends that the general

CALTRANS(b)-1

CALTRANS(b)-2

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

San Juan Bautista Draft 2035 General Plan
June 22, 2015
Page 2

plan include policy statements that support the COG's efforts; this program also allows the city an opportunity to mitigate cumulative traffic impacts in a fair and equitable way to developers.

CALTRANS(b)-2 cont.

Regarding project-specific impacts, the "Conclusions" section on Page 537 recommends instituting a city-wide traffic fee program for new development. However, it appears that this is only a recommendation in the document; such a program to address the significant impacts at the local intersections of SR 156 is important and should become a policy in the final general plan, complementing the COG's region-wide program.

CALTRANS(b)-3

3. Circulation Improvements. During early discussions of the general plan revision, the need to provide additional connections from the south side growth area (new San Juan) to existing downtown became apparent and solutions included a much-needed Lang Street connection to The Alameda. This road would provide options for users without having to traverse SR 156 at-grade. However, this Lang Street concept (connecting downtown through the Washington Street underpass) was omitted from the general plan. For purposes of disclosure and CEQA compliance, Caltrans recommends adding policy statements that support this concept.

CALTRANS(b)-4

Related to circulation, Caltrans anticipated this general plan revision would have reflected where the city sees or envisions its' gateway and welcome point from SR 156 in a more defined manner. Currently, most users access San Juan Bautista from The Alameda; however, with build out growth there might be other locations more suited to this designation. Further study and policy direction might be necessary in the general plan.

CALTRANS(b)-5

4. Mitigation TRANS-1. Caltrans appreciates the language in this section that supports multi-modal options and opportunities for non-motorized transportation. When specifically mentioning improvements at SR 156 and The Alameda, it would be good to discuss the Caltrans Intersection Control Evaluation (ICE) process as part of the background for new improvements.

CALTRANS(b)-6

5. Page 432 - Section 4.15.12 - Existing Roadway Network. For clarification, please remove the words "High Emphasis" and "Focus Routes" from the text. In the Caltrans 2015 Interregional Transportation Strategic Plan (ITSP), "Focus Routes" have been replaced with "Priority Interregional Facilities." These are a subset of Interregional Road System (IRRS) routes, major intercity rail corridors, and the high speed rail that form the 11 Strategic Interregional Corridor created to represent the main interregional corridors that serve goods movement, recreational travel, sustainability, social equity, the economy, and provides basic access to regions across the State. For example, the SR 152 and 156 Corridors will be known as "Central Coast - San Joaquin Valley East West Connections Corridor" in the ITSP. This new representative approach of prioritizing interregional corridor improvements can help ensure allocation of limited transportation funds.

CALTRANS(b)-7

6. Section 4.15.2.2 - Traffic Operations. Under "State Freeway Segment Thresholds of Significance" it states that Caltrans does not have a Level of Service (LOS) standard. This,

CALTRANS(b)-8

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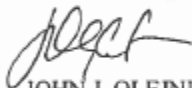
San Juan Bautista Draft 2035 General Plan
June 22, 2015
Page 3

however, is incorrect; Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on all State transportation facilities. Any impacts from the general plan build out will need to be reanalyzed and to provide mitigation that meets that standard. Information on Caltrans guidelines for preparing traffic impact studies can be found at:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

If you have any questions, or need further clarification on items discussed above, please don't hesitate to call me at (805) 542-4751.

Sincerely,



JOHN J. OLEJNIK
Associate Transportation Planner
District 5 Development Review Coordinator
john.olejnik@dot.ca.gov

cc: Richard Rosales (D5)
Mark McCumsey (D5)
Lyn Wickham (D5)

CALTRANS(b)-
8 cont.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Comment No.

Response

CALTRANS(b)-
1

Mitigation HY 4.2 (now Mitigation HY 4b) is modified to read: ~~Refer to Mitigation HY-1.1-~~ The City shall establish a special overlay zone on the South Side of State Route 156 to implement comprehensive stormwater management. The overlay zone will address the cumulative impact of development on hydrologic patters. Possible implementation strategies will include both increased on-site low impact installations and development impact fees to fund large scale improvements to serve multiple properties.

CALTRANS(b)-
2

San Benito County and the City of San Juan Bautista instituted traffic impact fee programs in 2011 and 2012 respectively before the General Plan Update process began in 2013. The following text was provided by the City Manager of San Juan Bautista, and will replace the current text regarding the 2011 Traffic Impact Mitigation Fee Nexus Study: San Benito County has adopted a traffic impact fee (TIF) program for new residential and commercial development to fund transportation improvements needed to keep pace with travel demand growth within the County through 2023. The TIF program identifies specific roadway improvement projects and new traffic signals throughout the county and cities that will be funded by the TIF. The City of San Juan Bautista did not participate in the Transportation Impact Mitigation Fee Study that was prepared for Council of San Benito County Governments dated March 21, 2011. However, San Juan Bautista was designated in zones 2 of the study as shown on figure 1 (of the County's Nexus Study). The City of San Juan Bautista incorporated and adopted the fee schedule of zone 1 on Table E.1 "Transportation Impact Mitigation Fee (TIMF) program (of the County's Nexus Study) to mitigate transportation travel demands within the City. Zone 2 identified improvements and intersection projects for funding under the TIF program that would provide little benefit to the City of San Juan Bautista and surrounding areas. A large percentage of San Juan Bautista residents travel north and west on existing roads and streets to State Highway 101. Zone 1 provides a better and more direct assessment of projects that would benefit and meet the travel demand growth of the City of San Juan Bautista. The City has implemented zone 1 Transportation Impact Mitigation Fee (TIMF) for new residential and commercial development since 2012.

CALTRANS(b)-
3

A4.15.6 Conclusions have been amended to read “The analysis of transportation impacts of the proposed Plan reveals that certain locations would be heavily impacted to the point of worsening travel experience to unacceptable levels if exiting infrastructure remains as it is today. But this is no surprise as build-out of development over two decades must require commensurate improvements to infrastructure. It is notable that much of the network would not be so gravely impacted even with existing transportation infrastructure. That leaves the few identified bottleneck locations to be addressed as developments come on line. Since the improvements would be triggered by added development, ~~the opportunity would be there to require transportation improvements to be partially funded from associated development impact fees~~ the City has the opportunity to collect and use traffic impact fees (TIFs) established in 2012 in line with the Council of San Benito County Governments’ fee study program. ~~It is in the interest of the City to institute a traffic impact fee program to help address the need to fund potential future expansion of the transportation infrastructure”~~

CALTRANS(b)-
4

Reference to the Lang Street concept can be found in the following sections of the General Plan:

Page 134 of General Plan: South of SR 156, Lang Street does not connect through on its eastern end, leaving only one entrance to the residential neighborhood it serves. Lang Street will be extended to The Alameda at its intersection with Old San Juan-Hollister Road. It is noteworthy that the section of Lang Street connected to The Alameda is too narrow to support any through traffic from the Lang/Washington Street intersection. Thus the connection would essentially serve neighborhood traffic.

Page 169 of General Plan: Program CI 1.1.1.2 Convert The Alameda, 1st Street, 2nd Street, 3rd Street, 4th Street, Monterey Street, Lang Street, Muckelemei Street, San Juan Canyon Road, San Juan Highway, Old San Juan-Hollister Road, and Washington Street into complete streets.

Map 6.10 (page 133) and Map 6.11 (page 135)

No changes to the General Plan are necessary:

CALTRANS(b)-
5

Program HPCD 1.1.1.4 has been added to the General Plan. Program HPCD 1.1.1.4: Design and install gateway welcome signs for the three growth areas and access points at: The Muckelemei St. entrance from SR 156 into that growth corridor, The San Juan Highway entrance to the North 3rd St. Extension growth area, and the Alameda Street entrance at SR 156 to highlight the City’s historic character and local architecture.

CALTRANS(b)-
6

TRANS-1 is modified to read: In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures should be put in place. With new State requirements (Complete Streets Act – AB1358 – of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal. Some measures would create travel environments to enable users switch to non-motorized modes, such as walking and biking; other measures would promote use of public transit; while nevertheless others would require geometric improvements to better accommodate the automobile. As identified in the appendix to this section, some would involve the addition of turn bays, restriction of on-street parking, creation of bus pullouts, while others may ultimately require the addition of through lanes on such major arteries as SR 156 and The Alameda. The determination of improvement projects at SR 156 and The Alameda will be undertaken via Caltrans' Intersection Control Evaluation (ICE) process, which includes identifying all solution concepts and conducting an engineering analysis of the intersection generally by direct study. Under today's multi-modal travel requirements, acceptable levels of service are no longer for auto drivers only, but averaged over all users. Therefore mitigation measures should be implemented to achieve sufficient capacity for walkers, bikers, transit passengers, and autos.

CALTRANS(b)-
7

Suggested text amendments have been incorporated into the document.
The text is amended as follows:
~~Caltrans does not have a uniform LOS standard statewide, but instead creates a Transportation Concept Report (TCR) that include for each route a LOS standard which gets periodically updated. The TCR for SR 156 identifies a level of service standard of LOS C. According to Caltrans' Guide for the Preparation of Traffic Impact Studies, if a state facility is operating at LOS D or worse, then the existing measure of effectiveness (MOE) that the level service is based on must be maintained. Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities where conditions are feasible.~~

CALTRANS(b)-
8

Furthermore, the LOS analysis for SR 156 at Alameda is also revised. Mitigations are included to reflect projected LOS to be no worse than the transition between LOS "C" and LOS "D" on State highway facilities.

NATURAL RESOURCES AGENCY

EDMUND G. BROWN JR., GOVERNOR



DEPARTMENT OF CONSERVATION

DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

June 18, 2015

RECEIVED JUN 24 2015
20:5

VIA EMAIL: CITYMANAGER@SAN-JUAN-BAUTISTA.CA.US

Mr. Roger Grimsley, City Manager
City of San Juan Bautista
311 Second Street
San Juan Bautista, CA 95045

Dear Mr. Grimsley:

SAN JUAN BAUTISTA 2035 GENERAL PLAN, DRAFT ENVIRONMENTAL
IMPACT REPORT, SCH# 2014121005

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Draft Environmental Impact Report (DEIR) submitted by the City of San Juan Bautista. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources.

Project Description

The San Juan Bautista 2035 General Plan (GP) includes: goals, objectives, policies, and programs; designations of future land uses; the location of infrastructure improvements; proposed circulation improvements; standards for future development; and criteria by which to judge development proposals.

While most of the farmland resource base is located outside City limits, farmland uses contributes significantly to the City's economic and employment base. Much of the farmland and soils in and around San Juan Bautista have been deemed "Important Farmland" by the California Department of Conservation. Farmland surrounding San Juan Bautista¹ is also conserved under the Williamson Act.

¹ City of San Juan Bautista 2035 General Plan Draft EIR; Environmental Analysis Section 4.2 Agricultural Resources, 99.

Mr. Roger Grimsley, City Manager
June 18, 2015
Page 2 of 4

Corrections

On page 97 of the DEIR, it states, "...contracts extend for 10 years and continue unless cancellation notice is given." This is an incorrect statement, as nonrenewal is the typical and preferred method to remove the land from contract, not cancellation. The section should read, "...and continue unless either the City or landowner decide not to renew the contract for another year and serve notice upon the other party."

DOC-1

Agricultural Impacts

Despite the inevitable consumption of Important Farmland, the City has established a number of goals, objectives, and policies in the proposed General Plan to prevent unnecessary consumption of farmland. Of specific interest is Program OS 4.1.2.4 which states, "Develop, adopt, and maintain an agricultural mitigation program that requires project applicants to preserve farmland of equal or greater value being converted at a 1:1 ratio."

DOC-2

Prime Farmland is located in close proximity to the existing urban core and its urban growth boundary, where most of the urban growth is proposed. Therefore, several areas of Prime Farmland will be converted to mixed- and residential-use in the next twenty years². The DEIR lists the impact of conversion of Important Farmland as Significant and Unavoidable, with no mitigation identified.

It is unclear if these policies and objectives are meant to be included in the final General Plan update. If they are, regardless of whether they can fully mitigate for the loss of farmland, they would be considered mitigation and should be listed in the Summary of Impacts and Mitigation Measures. This is true for every mitigation the City proposes and intends to carry out, but which cannot fully mitigate for the impact.

Although direct conversion of agricultural land is often an unavoidable impact under CEQA analysis, mitigation measures must be considered. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation under CEQA. Rather, the criterion is feasible mitigation that lessens a project's impacts. A Statement of Overriding Considerations is not a substitute for the requirement to prepare findings (CEQA Guidelines §15091)³.

DOC-3

CEQA states that the Lead Agency shall describe the specific reasons for rejecting identified mitigation measures. Therefore, all mitigation measures that are potentially feasible should be included in the DEIR. A measure brought to the attention of the Lead

² City of San Juan Bautista 2035 General Plan Draft EIR; Environmental Analysis Section 4.2 Agricultural Resources, 105.

³ 2015 CEQA Statute and Guidelines. Palm Desert: Association of Environmental Professionals, 2015. 158-159. Print.

Mr. Roger Grimsley, City Manager
June 18, 2015
Page 3 of 4

Agency should not be left out unless it is infeasible based on its elements. Because agricultural conservation easements are an available mitigation tool they should always be considered.

The Department is pleased to see the inclusion of agricultural objectives, policy, and programs (OS 4.1 – 4.1.2.4), which requires mitigation for the loss of farmland and helps to protect agricultural resources. The Department strongly supports the addition of these policies and objectives in the General Plan Update.

Agricultural Mitigation Program

With regard to the proposed Program OS 4.1.2.4, conservation easements will protect a portion of those remaining land resources and lessen project impacts in accordance with CEQA Guideline §15370. The Department highlights easements as a mitigation tool because of their acceptance and use by lead agencies as an appropriate mitigation measure under CEQA and because they follow an established rationale similar to that of wildlife habitat mitigation.

Programs that establish agricultural conservation easements and in-lieu fees for mitigation banking are most effective at conserving comparable quality agricultural land when the easements or fees are determined concurrent with project approval. Should significant time elapse between initial approval and the applicant's receipt of a building or grading permit, conflict may arise over the agricultural quality or value of the land being converted. This is particularly true if the land is left idle or used for materials storage.

Mitigation via agricultural conservation easements can be implemented by at least two alternative approaches: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural conservation easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands should not be limited strictly to lands within the project's surrounding area.

The County of San Benito is currently updating their General Plan and have existing policies that call for defined boundaries between communities. It is suggested that the City discuss the possibility of entering into a regional agricultural mitigation program with the County, where mitigation for Important Farmland can be located outside of the City limits in targeted areas in the County of San Benito.

A source that has proven helpful for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

http://www.calandtrusts.org/resources/conserving_californias_harvest/

DOC-3 cont.

Mr. Roger Grimsley, City Manager
June 18, 2015
Page 4 of 4

Another source is the Division's California Farmland Conservancy Program (CFCP), which has participated in bringing about conservation easements throughout the State of California involving many California land trusts. Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered.

Thank you for giving us the opportunity to comment on the City of San Juan Bautista 2035 General Plan Draft Environmental Impact Report. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Environmental Planner at (916) 324-7347 or via email at Farl.Grundy@conservation.ca.gov.

Sincerely,



Molly A. Penberth, Manager
Division of Land Resource Protection
Conservation Support Unit

cc: State Clearinghouse

DOC-3 cont.

Comment No.	Response
DOC-1	Suggested text amendments are incorporated into the document.
DOC-2	Mitigation Measure AG-1 is amended to read: None identified. <u>Develop zoning designations to identify both parcels with prime agricultural soils not to be converted and reclassified as Agricultural Preserve (AP) and parcels that are currently in agricultural use and should be included in a mitigation banking program due to their development potential and proximity to city services to implement programs OS 4.1.2.1 and 4.1.2.4</u>
DOC-3	See DOC-2

General Public Comment Letters

The following members of the public have submitted comments on the 2015 EIR.

Respondent	Code	Contact Information	Page
Community Meeting Date: June 17, 2015	COM	Location: San Juan Bautista Community Center, 10 San Jose St. San Juan Bautista, CA 95405 <i>June 17, 2015</i>	524
Gayle Sleznick Posted June 17, 2015	GS(a)	P.O. Box 939 San Juan Bautista, CA 95045	527
Gayle Sleznick No post date	GS(b)	P.O. Box 939 San Juan Bautista, CA 95045	529

1 JUNE 30

Comment Sheet
Draft EIR Community Meeting

1. Aesthetics	OUR TOWN IS SURROUNDED BY BEAUTIFUL HILLS & FIELDS OF AGRICULTURE & GRASSES BY CATTLE GRAZING. THIS ALL ADDS TO THE CHARACTER OF OUR TOWN, THE PERFECT SETTING FOR THE MISSION & THE REST OF THE TOWN THAT EVOLVED AFTER ITS BEGINNING.	COM-1
2. Agricultural Resources		
3. Air Quality	BEING SO CLOSE TO THE OCEAN, WE ARE IN A WIND TUNNEL WHEN THE FOG SUDDENLY OVER THE HILLS INTO OUR VALLEY. OUR AIR IS CLEARED. WITH 156 GOING THRU OUR TOWN, THE TRAFFIC, ESPECIALLY THE HEAVY TRUCKS, ARE ADDING POLLUTION WHEN THE BREEZES ARE CHLM.	COM-2
4. Biological Resources		
5. Cultural Resources	EL TATTO (CONCESSION, COLORED & PLAYS IN THE MISSION) (SYMPHONY, OLIVIA CHORUS, OTHER CHOIRS, PRESENT EVERY CHRISTMAS, & LITTLE OVER 30 MIN), TO MARTINEZ & CARMEL. 45 MIN. FROM SAN JOSE 1.45 TO SAN FERNANDO 1.5 MIN. FROM GILROY & SALINAS. DRIVABLE DISTANCES 45 MIN TO SANTIAGO. TO TOP OF THE LANE CULTURAL POSSIBILITIES	COM-3
6. Geology and Soils		
7. Greenhouse Gas Emissions		
8. Hazards and Hazardous Materials		
9. Hydrology and Water Quality		

2

**Comment Sheet
Draft EIR Community Meeting**

10. Land Use and Planning	CONSIDER GROWTH, BUT DO NOT DESTROY THE CHARACTER OF THE TOWN. IT IS A TRULY DESTINATION - NOT MEANT TO BE SELF SUSTAINING. LOCATION IS NEAR MULTIPLE CITIES w/ AN EASY DRIVE TO ALL AMMENITIES
11. Mineral Resources	
* 12. Noise SEE ATTACHED SHEET IS AN ISSUE	
13. Population and Housing	
14. Public Services and Recreation	CLUBS, CHURCHES, SCHOOLS, FIRE DEPARTMENT POLICE - TODAY, NO ASSIGNED SHERIFF TO OUR TOWN, BUT COVERAGE IS ADEQUATE & SHERIFF CARS ARE VISIBLE IN OUR TOWN & RESPONSE TO EMERGENCIES
15. Transportation and Traffic	EVERYTHING IS WITHIN WALKABLE DISTANCE. BUS SERVICE FROM HOLLISTER TO GILROY (SANTA CLARA COLLEGE & TRAIN STATION) TAXI & LIMO SERVICE OUT OF HOLLISTER.
16. Utilities and services PG&E & NATURAL GAS	DRIVE ABOUT DISTANCE TO THREE MAJOR AIRPORTS: SAN JOSE - OAKLAND - SAN FRANCISCO

COM-4

COM-5

Glossary and Key Terms

CEQA- California Environmental Quality Act

CEQA Appendix G- Evaluation criteria with established thresholds of significance recommended by the California Resources Agency

DEIR- Draft Environmental Impact Report

NOP- Notice of Preparation

Impact- A negative effect on the environment that belongs to one of sixteen topics listed above

Mitigation- Potentially significant impacts require measures to reduce their adverse effect to less than significant

Comment No.	Response
COM-1	Commentary on observations of City. No changes to the EIR are necessary.
COM-2	Commentary on observations of City. No changes to the EIR are necessary.
COM-3	Commentary on observations of City. No changes to the EIR are necessary.
COM-4	Commentary on observations of City. No changes to the EIR are necessary.
COM-5	Commentary on observations of City. No changes to the EIR are necessary.

* 12. Noise

Noise IS already an issue. With our weather, very few homes need or have air conditioning in San Juan. With that, when the windows are open in the summer, the traffic noise escalates. It has only gotten worse since Cal Trans widened 156 to four lanes from Hwy. 101 to the Alameda and advised truckers to use 156 as the cross over from the Central Valley to 101. Cal Tans will not allow the 55 mph to the Alameda light to be lowered, even down to 45 mph which changes the noise considerably. The truck traffic is huge, bringing the noise and pollution along with them. Motorcycles add to the noticeable sound.

Cal Trans will not allow us to put up a sign asking the truckers to temper the use of their Engine Brakes. We hear "Jake Breaks" day and night. Do not understand the need to use them at night, often being awakened at 2 AM.

With the widening of 156 to four lanes from the Alameda, across the valley to the light at Union, the noise will only get worse. I again asked asked at a Cal Trans meeting if they could slow down the speed approaching the Alameda light. He looked me in the eye and said, when the added lanes are built, the speed limit will be 65 mph. That seems totally unsafe as we have seen trucks blow through the light at 55 mph and engine braking will only get louder. Consideration for the residents of San Juan Bautista is not on their radar.

My only hope, if the projected Arco Station is built on the corner of the Alameda, trucks will not be allowed to pass by a gas station at 65 mph. Along with this, the speed limit changes from 65 mph to 55 mph at the first entrance into San Juan from the West. Cars rarely honor that 55 mph limit. Their noise is louder at a higher speed as well.

We no longer sit on our front deck due to the traffic noise. It is so loud, that when an accident happens on 156, the change is so noticeable, we go out to check what happened. Cars and trucks rolling through at 25 mph have no noise footprint. Slower speed does solve the problem.

GS(a)-1

Gayle Sleznick
808 Washington St.
P.O. Box 939
San Juan Bautista, CA. 95045
831.623.2964

Comment No.	Response
GS(a)-1	<p>Comments noted, and will be included in the record for decision makers. The planning and operation of State Highways are the jurisdiction of CALTRANS, not the City, however it is the City's responsibility to guide development so that the air quality, noise, or other associated impacts to the community are mitigated. The FEIR has determined that people will be exposed to noise levels established in the General Plan or noise ordinance (see Noise-1). The general plan includes policies to develop screening standards that would provide buffers between noise generators such as SR 156 and sensitive land uses such as residences (see Program LU 2.6.1.2). No changes to the EIR are necessary.</p>

San Juan Bautista PUBLIC HEARINGS
DRAFTS EIR for 2035 GENERAL PLAN

I have attended three of the public hearing on the EIR drafts. Two at the Community Hall and the workshop in the VFW Hall. After every meeting, I walk away feeling your visions for San Juan Bautista are certainly out of step with the residents hope for their community.

I think we are a little suspect. We have heard Cal Trans on their march to widen 156 from San Juan to Union Road, just four miles, saying they will work with us. Final draft and conclusion says it will be six lanes across the beautiful agriculture valley, certainly not a small foot print...wider than 101. For 20 years, with all their meetings, nothing we said or suggested made a difference. We are starting to see the same thing with your project.

The visuals you continue to show in your presentations are most disturbing. This hit close to home on one of your posters June 17. It was the photo with the iron fencing with cute little street lights going along side a sidewalk that goes under two underpasses with a mural on one of the distant walls. We live on Washington street, looking right at the underpass with two bridges over it, just as seen in the photo and walk it everyday. No safety issue exists.

Such a fence with lights is out of character to our residential area. Yes, we have even asked for a light under the same underpass, but not a string of street lights. That vision alone, makes me feel you want to take away our Village and make it into a cute little modern Town or City.

Your presentations in the Community Hall have been under a handicap for you as presenters and for those of us in the audience. The room is large with absolutely terrible acoustics. One has to strain to listen. This last meeting, the audience were scattered and too far away from those with the microphone and visuals.

The microphone on June 17 had an echo feedback making it even more aggravating for the audience. Projecting images on a light wall in a very light room, due to daylight saving, made the words unreadable and the photos totally indistinguishable. The questions and answer period became even more difficult to hear and I think people who had never seen your presentation did not gather a clear understanding of the draft.

The first meeting had high attendance with residents giving some definite ideas. The workshop at the VFW Hall was small, but a lot accomplished. I have sat in groups, listing concerns over plans for the city before, using this same workshop method. I still wonder if all the effort is worth it. Something must get lost in the translation. Nothing ever changes after the input.

With such a small showing for this final draft, I do not think you got a true response from those living here. Obviously, very few people were able to come to this last important meeting at 6:30 pm. My assumption, residents are just getting home from work. Families with children definitely have to be at home. However, I have no suggestion of improving the way the word get to the public or do I have a suggestion for a better time frame for a meeting.

We chose this town because we would not be living in a cookie cutter housing area. That was important to us. Each house has its own character and the town had a charm because of it. Everything you show is housing of the same architectural look. The apartments are lined up like row houses. Bus service, modern parks, taking away our small town image and making it into a city one can see anywhere in California.

GS(b)-1

GS(b)-1 cont.

We have seen growth and the newest set of apartments on Muckulimi are the same architecture and are fitting in nicely. Creek Bridge Housing has several different floor plans, but basically the same look and they have become a nice addition. However, building more and more of this type of housing....which I see in your visuals...becomes a cancer we cannot stop. Becoming overpowered with extra housing , kills our town and with a population that does not add to the core, just adds a bigger bedroom community and bigger strain on the school, police a fire control. Ultimately erases our small town.

Growth is happening. Empty lots are being filled and another big housing project beyond Creek Bridge is approved. From this day forward, the character and placement of added houses has to be carefully considered or we lose what we love, the visitors love about this town. .

Finding small industry is the added tax base we need. Twenty years ago, the merchants in the Historical Downtown held more variety than today, such as, a kitchen shop, stain glass, high end art galleries, horse tack and many clothing and shoe stores to name a few. Hopefully the city can lure those types of businesses back. Our restaurants are great. We need more hotels. Our town is basically a tourist destination. They come here to get away from their larger cities to a more intimate small town environment.

You projected Bus service. Again we walk in San Juan Bautista. Destinations are easily walkable.

We do have bus service between Hollister and up to Gilroy to Gavilan College and the Train Station. Taxi and Limo service is available out of Hollister.

The photos of parks seemed out of character. Basically, we live in a park, surrounded by beautiful hills and agriculture and cattle grazing, unless so much housing takes that away from us. And, we do have a small kiddy park in our residential area a soccer field and baseball field. What else do we need?

Hollister has accepted the urban sprawl. The new population has not added to a larger working force within the city. No positive impact has happened to their downtown. Very few added businesses or industry have been built. They continue to add more housing which just adds to a bigger population that works elsewhere, that adds to the commute crunch on 101. That's a lot of adding and traffic on 101 IS BECOMING A HUGE PROBLEM, noticeably heavier and slower.

My suggestion is, San Benito County only has two major towns with Hollister only eight miles away. Let Hollister become the large City building more amenities. San Juan Bautista will only become more unique and charming, if it can remain a Village or small Historical town. I am not against ANY GROWTH, but what is added is critical and I am not seeing your vision anywhere near the gem we have today.

Gayle Sleznick
808 Washington Street
P.O. Box 939
San Juan Bautista, CA 95045

831-623-2964
sleznick@mlindspring.com

Comment No.	Response
GS(b)-1	See COM-1

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APPENDIX C: PUBLIC OUTREACH

Public Outreach for both Plan preparation and the EIR process took multiple forms including the following:

1. Four public meetings during plan preparation.
 - Meeting 1: **Focus Group One**
Tuesday, October 22nd, 2013, 6PM-8PM
32 Attendees
 - Meeting 2: **Visioning with Emerging Directions**
Tuesday, November 12th, 2013, 6PM-8PM
38 Attendees
 - Meeting 3: **Presentation of Growth Scenarios**
Wednesday, February 12th, 2014, 6PM-8PM
72 Attendees
 - Meeting 4: **Presentation of Preferred Growth Scenario**
Wednesday, March 12th, 2014, 6PM-8PM
54 Attendees
2. One public meeting with a joint session of the City Council and Planning Commission upon completion of the Administrative Draft General Plan. The notice is included in this appendix.
3. A Notice of Preparation at the beginning of the EIR process. The notice is included in this appendix.
4. One public meeting on the final Administrative Draft General Plan which also served as a Scoping Meeting for the EIR. The announcement is included in this appendix.
5. A Notice of Completion at the completion and dissemination of the draft EIR. The Notice is included in this appendix.
6. One public meeting on the draft EIR. The announcement is included in this appendix.

Notice

**The CRP Department of California Polytechnic State University
announces a public meeting for discussion of the City of
San Juan Bautista General Plan preparation process.**

The California Polytechnic State University Department of City and Regional Planning will be holding a public meeting on October 22, 2013 at 6:30 – 8:00 pm located at the San Juan Bautista Community Center at 10 San Jose St. The purpose of describing and discussing the process involved in the preparation of a General Plan update for the City of San Juan Bautista. Questions and comments will be invited from those in attendance. Small group discussion regarding numerous components of the General Plan process will also be included as part of the meeting.

Cornelius Nworsoo

Cornelius Nworsoo Ph.D., AICP
Professor of City and Regional Planning
At California Polytechnic State University, San Luis Obispo

For more information about the meeting visit:
<http://sjbgeneralplan.weebly.com/index.html>





La Ciudad de San Juan Bautista le invita

que participe en nuestra actualización del plan general de San Juan Bautista

Venga a ayudar formar una visión del futuro de su comunidad!

Fecha de la reunión de la comunidad: 12 de febrero 2014

Lugar: Community Center, 10 San Jose Street, San Juan Bautista

Hora: 6 pm a 8 pm

Comida Gratis!

Busca más información en: sjbgeneralplan.weebly.com



Encuesta breve

[Por favor regresa con su factura si no puede venir]

Question 1

Que son las fuerzas de San Juan Bautista?

Me gusta que _____

Me gusta que _____

Question 2

Que está deteniendo su comunidad?



Question 3

Que ayudara a San Juan Bautista a alcanzar su potencial?

Me gustaría que _____

Me gustaría que _____

City of San Juan Bautista Welcomes You

to Participate in our General Plan Update Alternatives Meeting

Help shape a vision for your community's future!

Community Meeting: February 12, 2014

Place: Community Center, 10 San Jose Street San Juan Bautista

Time: 6 pm to 8 pm

Food Provided!

For more information or to contact us, please go to sjbgeneralplan.weebly.com



Short Survey

[Please return with the bill if you cannot attend]

Question 1

What are the strengths of San Juan Bautista?

I like that _____

I like that _____

Question 2

What is holding San Juan Bautista back?



Question 3

What could help San Juan Bautista achieve its full potential?

I wish _____

I wish _____

SAN JUAN BAUTISTA

general plan
update 2035



NOTICE OF PUBLIC HEARING

The City of San Juan Bautista City Council and Planning Commission will conduct a public hearing to consider accepting the proposed Draft General Plan update (Draft). The Draft has gone through a comprehensive update starting in Fall 2013 with extensive outreach and community input. The Draft was out for review during April 2014 and staff has received comments from all interested parties. We have received comments from the public, General Plan Advisory Committee, Strategic Planning Committee, COG, AMBAG, San Benito County Planning, Caltrans, and Planning Commission. These comments will be considered and incorporated into the Draft proposed on June 16th.



HEARING DATE & TIME: June 16, 2014 at 6:00 p.m.

HEARING LOCATION: 10 San Jose St. at the San Juan Bautista Community Center

PROJECT LOCATION: Citywide including Sphere of Influence

PROJECT DESCRIPTION: General Plan update for the City of San Juan Bautista

For more information, contact the San Juan Bautista Planning Department, 311 2nd St San Juan Bautista, CA 95045. Telephone: (831) 623-4661 Fax: (831) 623-4093. E-mail: cityplanning@san-juan-bautista.ca.us Draft materials are available online at <http://sjbgeneralplan.weebly.com/index.html> and hard copies are available at City Hall at 311 2nd St San Juan Bautista, CA 95045 and Library located at 801 2nd St San Juan Bautista, CA 95045.

SAN JUAN BAUTISTA

general plan
update 2035



NOTICE OF PUBLIC HEARING

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

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

TO: Responsible Agencies, Trustee
Agencies, and Interested Parties

FROM: City of San Juan Bautista

November 18, 2014

Subject: Notice of Preparation of an Environmental Impact Report

Project Title: General Plan 2035 Update for the City of San Juan Bautista

Lead Agency: City of San Juan Bautista, CA

Project Location: City of San Juan Bautista, CA

Introduction

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify the potential environmental impacts of a project, and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project," such as a General Plan Update. The City of San Juan Bautista will be the lead agency and will prepare an environmental impact report for the San Juan Bautista General Plan.

Pursuant to CEQA, the San Juan Bautista General Plan 2035 Update's Environmental Impact Report (EIR) will identify potential environmental impacts and feasible measures to mitigate those impacts. The preparation of an EIR includes specific time periods for public notice and comment.

We are requesting the assistance of your agency in defining the scope and content of the environmental information which is relevant to your agency's statutory responsibilities in connection with the proposed project. Responses shall identify, at a minimum: (1) the significant environmental issues and reasonable alternatives and mitigation measures that the responsible or trustee agency, or the Office of Planning and Research, will need to have explored in the EIR; and (2) whether your agency will be a responsible agency or trustee agency for the project. A generalized list of concerns not related to the specific project shall not meet the requirements for

a response. The project description, location, and potential environmental effects are listed in the following sections.

Due to the time limits mandated by State law, your response must be sent as early as possible, but no later than 30 days after receipt of this notice. If your agency fails by the end of the 30-day period to provide the lead agency with either a response to the notice or a well-justified request for additional time, the lead agency may presume that your agency does not have a response to make. Please send your response to:

San Juan Bautista City Manager, Roger Grimsley
311 Second Street, PO Box 1420
San Juan Bautista, CA 95045.

Or by email to: citymanager@san-juan-bautista.ca.us

A copy of the Draft General Plan 2035 can be found at:
<http://sjbgeneralplan.weebly.com/general-plan-draft.html>

Environmental Setting

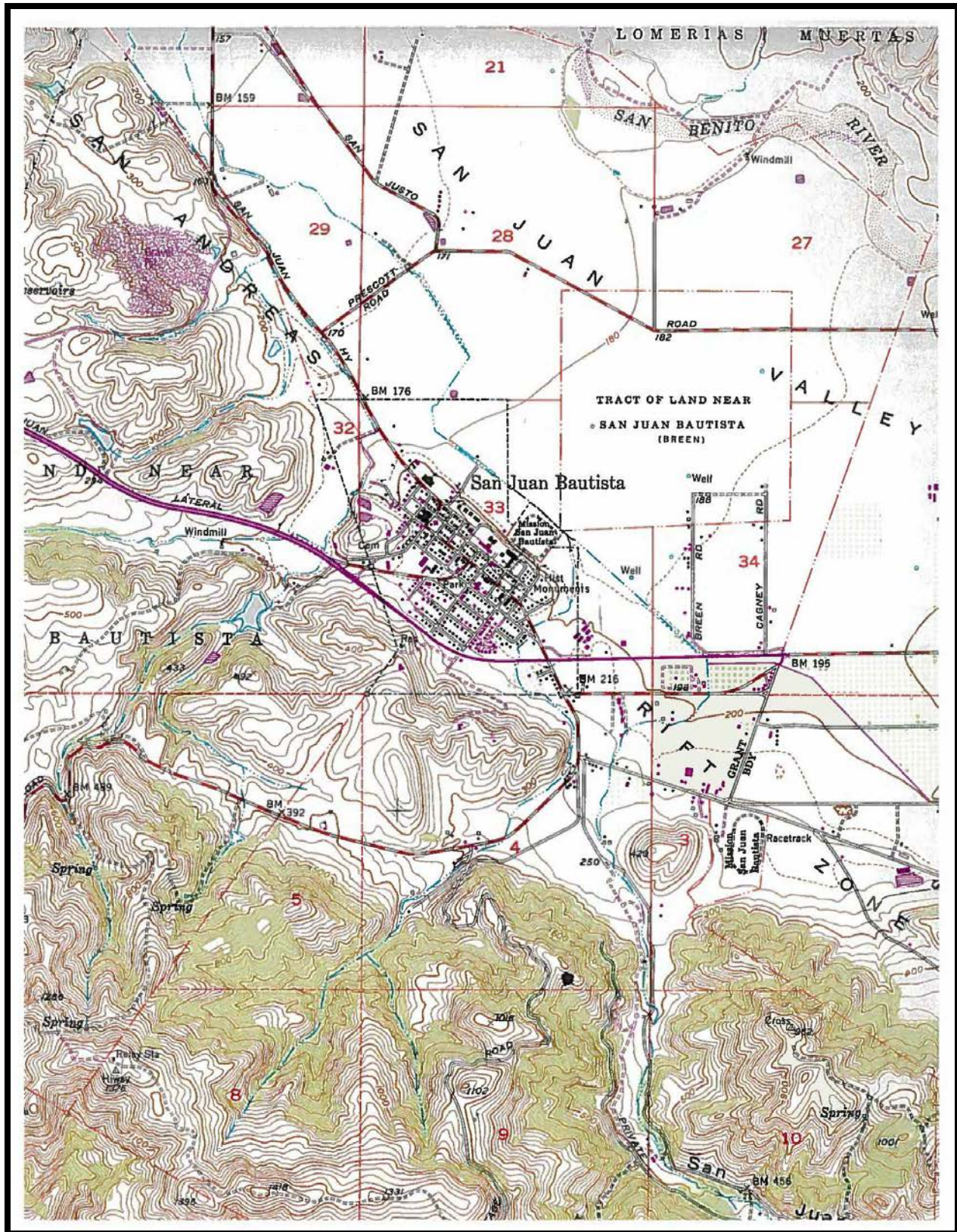
Project Location

The City of San Juan Bautista is located in Central California, approximately 45 miles south of San Jose. It is situated in rural San Benito County, it is one of two incorporated cities within the county, bordered by Santa Clara, Santa Cruz, Monterey, Merced, and Fresno Counties. The City is 455 acres and is 15 miles from the Pacific Ocean. San Juan Bautista is bisected by State Route 156, a connector between U.S. Route 101 and State Route 25, as shown in Figure 1.

San Juan Bautista is located directly adjacent to the San Andreas Fault and near the fertile San Juan Valley that extends 2 miles wide just north of the City. The San Juan Valley is formed by the San Benito River that runs east-west along the Valley's north edge. The City is situated at the end of a narrow rural valley, the Steinbeck Canyon, descending from the Gabilan Range and Fremont Peak State Park. The Gabilan Range includes several peaks over 3,000 feet and is home to Pinnacles National Park about 30 miles south of the City.

San Benito County has a Mediterranean climate typical of coastal California regions. Mediterranean climates are characterized by warm and dry summers along with moist winters. Winters are the rainy months with average temperatures between 30 and 50 degrees Fahrenheit. Summer highs can exceed 90 degrees Fahrenheit, but summer temperatures can drop to 50 degrees Fahrenheit by nightfall. Precipitation varies annually, with average rainfall of 10 to 15 inches per year.

Figure 11: USGS Map of the City of San Juan Bautista



Project Boundaries

A general plan must cover the territory within the boundaries of the adopting city as well as any land outside its boundaries which in the planning agency's judgment bears relation to its planning (; OPR, 2003, §65300). The San Juan Bautista General Plan 2035 is the governing document for all planning and development related decisions within in the City's limit, as well as for the planning area and sphere of influence as defined by the Local Agency Formation Commission (LAFCO). Therefore, the Proposed Project boundary is defined by the City planning area and sphere of influence, which extends beyond the City limits. The following information on the City of San Juan Bautista's boundary and sphere of influence is provided from the City of San Juan Bautista General Plan Background Report, 2013.

A city's limit encompasses incorporated territory where land use is controlled by the city (OPR, 2003). San Juan Bautista's city limit encompasses an area of about 455 acres. Land use within San Juan Bautista's city limit includes urban land use patterns of residential, commercial, agricultural, and vacant land.

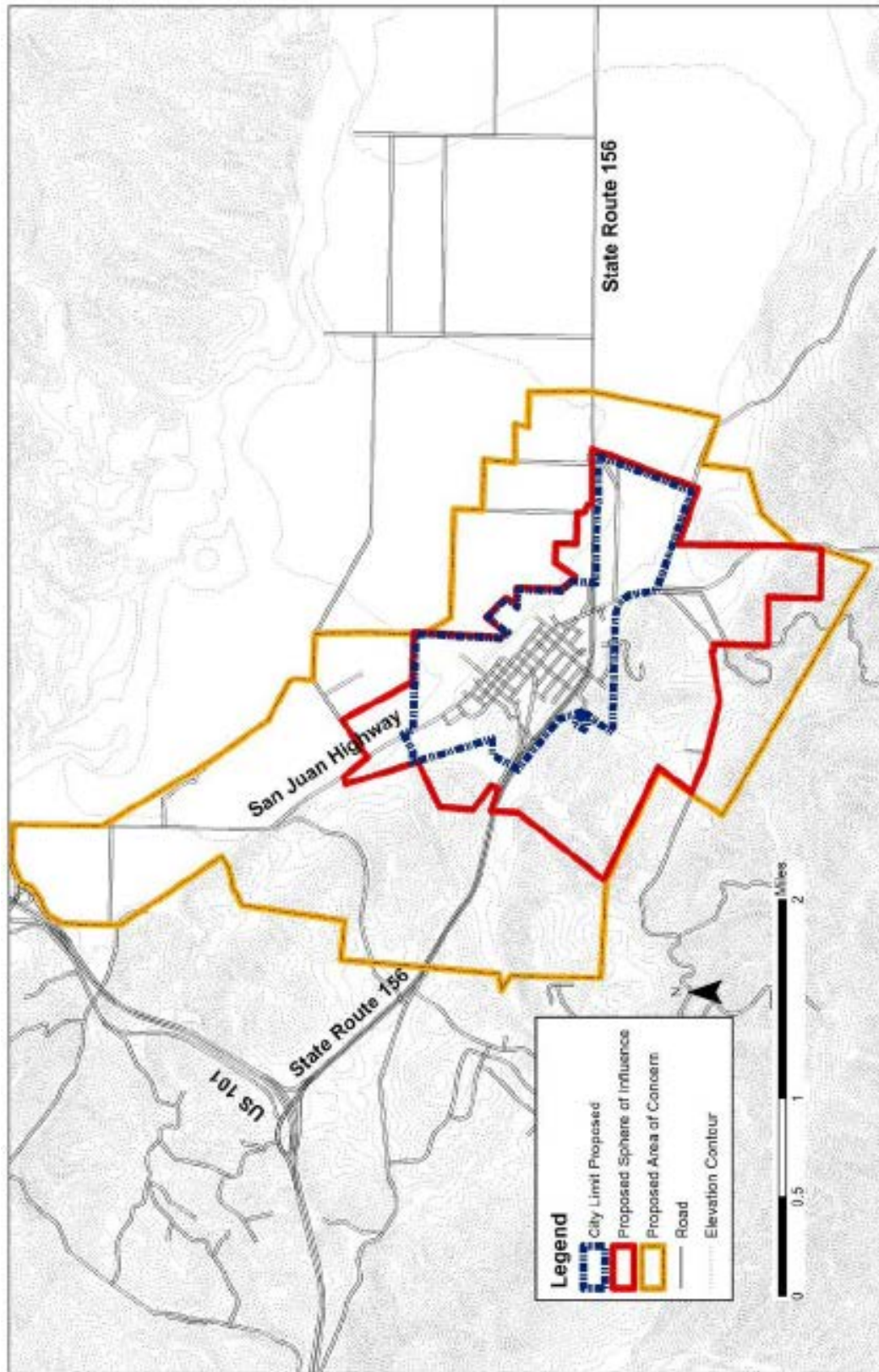
Sphere of Influence

A city's Sphere of Influence (SOI) is adopted by the Local Agency Formation Commission (LAFCO) and encompasses the incorporated and unincorporated territory that is to be the city's ultimate service area (OPR, 2003). In 1998, San Benito County LAFCO adopted a SOI for San Juan Bautista including approximately 2,000 acres of unincorporated land (City of San Juan Bautista, 1998). Land uses within the unincorporated area of the SOI are predominately undeveloped, vacant and open space lands (City of San Juan Bautista, 2013). Public facilities including police, fire, street, water, sewer, and administrative services are required to accommodate the area within the City of San Juan Bautista's Sphere of Influence.

Planning Area

City's planning area boundary encompasses incorporated and unincorporated territory bearing a relation to the City's planning and may extend beyond the Sphere of Influence (OPR, 2003). In San Juan Bautista's case, the planning area is approximately 3,000 acres. Figure 2 shows the City's planning area.

Figure 12: Planning Area



Cal Poly Planning team, 2014

Project Description

The proposed project is the preparation of a comprehensive update of the City's 1998 General Plan. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft San Juan Bautista General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2035. The General Plan includes the following elements:

- Land Use
- Circulation
- Housing
- Conservation
- Open Space
- Noise
- Safety
- Economic Development
- Public Facilities & Service
- Historic Preservation & Community Design
- Health

The EIR to be prepared for the proposed General Plan Update is a "Program EIR." According to the CEQA Handbook Article 11 Section 15168: A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- 1) Geographically;
- 2) As logical parts in the chain of contemplated actions;
- 3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- 4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

Thus, a program level EIR evaluates the implications of environmental effects resulting from the adoption of a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. A program level EIR does not examine the specific impacts resulting from individual projects which may be proposed as a result of adopting the General Plan 2035. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR.

Project Objectives

The San Juan Bautista General Plan 2035 is intended to represent the general expectations and wishes of its residents and decision-makers concerning future land use patterns and resource management. The Plan seeks to provide a variety of residential densities, a mixed-use retail core, a diverse economic base, and improved connections throughout the City. This vision is reflected throughout the General Plan. The plan continues to provide that new housing and commercial enterprises are generally directed to areas that are suitable for development or are already developed. The General Plan 2035 ensures that important land use decisions are scrutinized for their potential to affect the quality of life and the environment. Implementation of the General Plan requires a balance between potentially competing interests. It is expected that future decision-makers will need to wrestle with potential trade-offs and compromises, such as maintaining a balance of housing choices, stimulating a growing economy, and protecting the natural environment. The General Plan provides the policy guidance needed to assist future decision-makers in evaluating these tradeoffs and striking a desirable balance. The purpose of community goals represented in the Draft General Plan can be summarized with the following key objectives:

- Provide a legal and comprehensive General Plan that reflects an updated vision for the City's future and acts a "constitution" for future development and land use decisions
- Provide an adequate supply of housing options for current and future residents including workforce housing and moderate-income housing
- Develop incentives to encourage economic development including the development of vacant and underutilized commercial parcels to generate new job growth
- Accommodate future population growth with an emphasis on concentrating new development within four key growth areas while leaving the natural landscape open for passive and active recreational use
- Promote infill and redevelopment of residential and commercial areas to reduce auto-dependency, increase job to housing balance, and foster sense of community
- Improve local transportation infrastructure and facilitate the paving of sidewalks to improve aesthetic appeal and walkability of the downtown corridor and residential neighborhoods
- Address other issues of concern to the community such as the needs of an increasingly aging population and the effects of global climate change.

Probable Environmental Effects

The EIR will address the short- and long-term effects of the San Juan Bautista General Plan 2035 Update on the environment. Mitigation measures will be proposed for those impacts that are determined to be significant. A mitigation monitoring program will also be developed as required by Section 15150 of the CEQA Guidelines.

Please review the following list, and provide written comments as to any potential impacts that may be missing. Written comments received during the comment period will be considered when preparing the EIR. It is probable that some or all of the following environmental effects could occur from the implementation of the preferred scenario of the General Plan:

Aesthetics
Agricultural Resources
Air Quality
Biological Resources
Cultural Resources
Geology and Soils
Greenhouse Gas (GHG) Emissions
Hazards and Hazardous Materials
Hydrology and Water Quality
Land Use and Planning
Mineral Resources
Noise
Population and Housing
Public Services and Recreation
Recreation
Transportation and Traffic
Utilities, Energy and Service Systems

Mandatory Findings of Significance

Growth-inducing Impacts
Cumulative Impacts
Significant Irreversible Changes

Alternatives

The EIR will discuss four project alternatives, including the preferred scenario, a no-project scenario (referred to as business as usual), and aggressive growth scenario, and a less aggressive growth scenario.



City of San Juan Bautista

311 Second Street, San Juan Bautista, California 95045
(831) 623-4661 Fax: (831) 623-4093

PUBLIC NOTICE

Availability of a Draft Environmental Impact Report (Notice of Completion)

Date: May 5th, 2015

To: Responsible Agencies, Trustee Agencies, and Interested Parties

From: City of San Juan Bautista

Project Title: San Juan Bautista 2035 General Plan

State Clearinghouse Number: 2014121995

Lead Agency: City of San Juan Bautista, CA

Project Location: City of San Juan Bautista, CA

Staff Contact: San Juan Bautista City Manager, Roger Grimsley

Address: 311 Second Street, San Juan Bautista, California 95045

Email: citymanager@san-juan-bautista.ca.us

Introduction

The California Environmental Quality Act (CEQA) is a statute that requires state and local agencies to identify the potential environmental impacts of a project, and to avoid or mitigate those impacts, if feasible. A public agency must comply with CEQA when it undertakes an activity defined by CEQA as a "project," such as a General Plan update. The City of San Juan Bautista is the lead agency and has prepared a Draft Environmental Impact Report (DEIR) for the City of San Juan Bautista 2035 General Plan.

Pursuant to CEQA, the San Juan Bautista 2035 General Plan DEIR identifies potential environmental impacts and feasible measures to mitigate those impacts. The preparation of an EIR includes specific time periods for public notice and comment. We are requesting your input on the DEIR. The project description and location are listed below. Due to the time limits mandated by State law, your response must be sent as early as possible, but no later than 45 days after the DEIR is posted for public availability. Please send your response to:

San Juan Bautista City Manager, Roger Grimsley, at 311 Second St., San Juan Bautista, California 95045

Or by email to: citymanager@san-juan-bautista.ca.us

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A copy of the Draft Environmental Impact Report and the City of San Juan Bautista General Plan can be accessed from the City web site at: <http://www.san-juan-bautista.ca.us>. Printed copies are available for review at City Hall and the Public Library.

Project Location

The City of San Juan Bautista is located in San Benito County. It is one of only two incorporated cities in the County. San Juan Bautista is situated 2.5 miles east of U.S. Highway 101 and approximately 15 miles from the Pacific Ocean. The City is located near numerous small and large cities; the City of Salinas is 12 miles away with a population of 150,000 people and the City of Monterey and surrounding larger coastal cities are 30 miles away.

Project Description

The proposed project is the preparation of a comprehensive update of the City's 1998 General Plan. California law requires cities and counties to adopt a General Plan to guide future development. The General Plan is the foundation upon which all land use decisions are to be based. The Draft San Juan Bautista 2035 General Plan accommodates new housing and jobs in anticipation of population growth in the County and the region through the year 2035. The General Plan includes the following elements: Land Use; Circulation; Housing; Conservation; Open Space; Noise; Safety; Economic Development; Public Facilities; Community Design; Health. (A stand-alone housing element for short-term housing needs is prepared separately.)

The EIR prepared for the proposed General Plan is a "Program EIR." According to the CEQA Handbook Article 11 Section 15168. A program level EIR evaluates the implications of environmental effects resulting from the adoption of a planning document, such as a general plan, which provides direction for long-term visioning and broad community goals. Additional environmental review pursuant to CEQA guidelines may be required for site-specific projects, such as those requiring discretionary approval. Such environmental review may be in the form of initial studies, negative declarations, mitigated negative declarations, or the preparation of a project-level EIR.

Public Meeting

A public meeting on this Draft EIR and related matters is scheduled by the City for **June 17th, 2015, from 6:30 PM to 8:30 PM in the San Juan Bautista Community Center at 10 San Jose St.** Public comments will be accepted from May 7th, 2015 to June 21st, 2015. Comments received at the public hearing and in writing will be responded to in the Responses to Comments document.

The purpose of this public meeting is to give citizens and stakeholders an opportunity to comment on the proposed General Plan and associated Draft EIR. Persons with disabilities or non-English speaking persons who wish to attend the June 17th, 2015, public meeting and need assistance should contact **Connie Schobert, City Clerk, at (831) 623-4661, no later than May 31, 2015.** Every effort will be made to make reasonable accommodations for these persons. If you are unable to attend the public meeting, you may direct written comments to the City of San Juan Bautista, City Manager, 311 Second Street, San Juan Bautista, CA 95045 or you may telephone **Connie Schobert, City Clerk at (831) 623-4661.** In addition, general information on the 2035 General Plan and Draft EIR is available for your inspection at the above office address between the hours of 8:00 a.m. and 5:00 p.m. Monday through Thursday. This notice is posted in accordance with the provisions of the California Government Code, Title 7, Chapter 65000, as amended



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

NOTICE OF PUBLIC SCOPING MEETING

TO: Responsible Agencies, Trustee
Agencies, and Interested Parties

FROM: City of San Juan Bautista

February 5, 2015

Subject: Notice of Public Scoping Meeting

Project Title: General Plan 2035 Update for the City of San Juan Bautista and associated
Environmental Impact Report (SCH# 2014121005)

Lead Agency: City of San Juan Bautista, CA

Project Location: City of San Juan Bautista, CA

On Wednesday, February 18th, 2015, the City of San Juan Bautista will conduct a public meeting to solicit public comments on Draft #4 of the City of San Juan Bautista 2035 General Plan as well as the scope of the Environmental Impact Report (EIR) for the document. Although the City, as Lead Agency, has received no formal requests for an EIR scoping meeting from any responsible agencies in response to the Notice of Preparation, this meeting will give members of the public and responsible agencies another chance to identify possibly significant environmental issues associated with the General Plan as well as reasonable alternatives and mitigation measures that the City will need to have explored in the Draft EIR. The City will also be accepting comments from the public and responsible agencies in person and electronically until Wednesday, March 4th, 2015, if you are not able to attend the meeting. Please send electronic comments to cityplanning@san-juan-bautista.ca.us.

SAN JUAN BAUTISTA

general plan
update 2035



NOTICE OF PUBLIC HEARING

The City of San Juan Bautista City Council and Planning Commission will conduct a public hearing to consider accepting the proposed Draft General Plan update (Draft). The Draft has gone through a comprehensive update starting in Fall 2013 with extensive outreach and community input. The Draft was out for review during April 2014 and staff has received comments from all interested parties. We have received comments from the public, General Plan Advisory Committee, Strategic Planning Committee, COG, AMBAG, San Benito County Planning, Caltrans, and Planning Commission. These comments will be considered and incorporated into the Draft proposed on June 16th.



HEARING DATE & TIME: June 16, 2014 at 6:00 p.m.

HEARING LOCATION: 10 San Jose St. at the San Juan Bautista Community Center

PROJECT LOCATION: Citywide including Sphere of Influence

PROJECT DESCRIPTION: General Plan update for the City of San Juan Bautista

For more information, contact the San Juan Bautista Planning Department, 311 2nd St San Juan Bautista, CA 95045. Telephone: (831) 623-4661 Fax: (831) 623-4093, E-mail: cityplanning@san-juan-bautista.ca.us Draft materials are available online at <http://sjbgeneralplan.weebly.com/index.html> and hard copies are available at City Hall at 311 2nd St San Juan Bautista, CA 95045 and Library located at 801 2nd St San Juan Bautista, CA 95045.

APPENDIX D: MITIGATION MONITORING PROGRAM

Mitigation Monitoring Program

Impact Criteria	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation	Timing	Responsibility
AGRICULTURAL RESOURCES					
AG-1 The proposed Plan would result in potentially significant impacts by converting Prime Farmland, Farmland of Statewide Importance, or Unique Farmlands to non-agricultural use.	PS	Mitigation AG-1: Develop zoning designations to identify both parcels with prime agricultural soils not to be converted and reclassified as Agricultural Preserve (AP) and parcels that are currently in agricultural use and should be included in a mitigation banking program due to their development potential and proximity to city services to implement programs OS 4.1.2.1 and 4.1.2.4.	PSU	Short Term	Planning Department
AG-3 Other changes in the existing environment, due to their location or nature, may result in conversion of Farmland to non-agricultural uses, therefore the impact is potentially significant.	PS	Mitigation AG-3: Implement Mitigation Measure AG-1	PSU	Short Term	Planning Department

AIR QUALITY					
AIR-2 The proposed plan would potentially violate any air quality standard or contribute substantially to an existing or projected air quality violation.	PS	<p>Mitigation AIR-2a: Avoid or prohibit the expansion of existing roadway</p> <p>Mitigation AIR-2b: Adopt and implement all feasible measures as expeditiously as practical</p> <p>Mitigation AIR-2c: Adopt and implement best available retrofit control technology on existing stationary sources of ozone precursor emissions as expeditiously as practicable</p> <p>Mitigation AIR-2d: Adopt a “no net increase” permitting program for new or modified stationary sources that emit 10 tons or greater per year of an ozone precursor.</p> <p>Mitigation AIR-2e: Include measures sufficient for downwind areas impacted by “overwhelming” transport to attain the state ambient air quality standard for ozone by the earliest practicable date.</p> <p>Mitigation AIR-2f: Amend Program LU 2.6.1.2 to read: Establish standards in the Zoning Ordinance to reduce impacts of higher intensity uses (requirements for landscaping/buffering/screening, air quality, noise, odor, light, traffic, etc.).</p>	LTS	Medium Term (5 years)	Planning Department
AIR-4- The proposed plan would result in less-than-significant impacts with respect to the placement of sensitive receptors proximate to substantial pollutant concentrations or the siting of new sources of air pollution proximate to sensitive receptors in the City.	PS	<p>Mitigation AIR-4a: Avoid or prohibit the siting of new sensitive land uses within 500 feet of a freeway, within 300 feet of a dry cleaning operation, and 300 feet of a large gas station.</p> <p>Mitigation AIR-4b: Avoid or prohibit the siting of new substantial emission sources within CARB recommended screening distances of existing sensitive receptors.</p>	LTS	Ongoing	Planning Department

AIR-5 The proposed plan would potentially create objectionable odors affecting a substantial number of people.	PS	<p>Mitigation AIR-5a: During the development review process, assess the siting of new sensitive land uses within the screening distances from odor emitters, as specific by the CARB, in order to determine exposure to objectionable odors.</p> <p>Mitigation AIR-5b: Avoid or prohibit the siting of new odor sources within the screening distances of existing sensitive receptors, as specified by CARB.</p>	LTS	Short Term	Planning Department
BIOLOGICAL RESOURCES					
BIO-1 The proposed Plan will have a potentially significant 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.	PS	<p>Mitigation BIO-1a: For any project activity that involves construction or ground-disturbing activities, all construction workers will be required to participate in environmental awareness training. The training will educate workers on: (1) special-status species that may occur in the work area, (2) procedures to follow in the event a species is observed, and (3) other environmental BMPs and emergency spill response protocols.</p> <p>Mitigation BIO-1b: All non-emergency work activities will be confined to daylight hours (i.e., sunrise to sunset), unless necessary for assessing or protecting biological resources.</p>	LTS	Ongoing	Planning Department

		<p>Mitigation BIO-1c: Best Management Practices a) Prior to conducting work in streams, CDFW will identify the limits of the required access routes and encroachment into the stream. CDFW will restrict access routes and encroachment into the stream to the maximum extent while still allowing for necessary activities to be completed. CDFW will take care to prevent trampling riparian vegetation during daily visits to Project sites; as necessary, multiple routes to in-channel Project sites will be identified and used. Disturbance of riparian vegetation will be avoided to the greatest extent practicable. Access routes will not be overtly flagged, to prevent drawing attention to Project equipment and possible damage to related riparian habitat by persons not related to the Project. b) A spill prevention plan will be prepared describing measures to be taken to minimize the risk of fluids or other materials used during construction (e.g., oils, transmission and hydraulic fluids, cement, fuel) from entering streams or contaminating adjacent riparian areas. In addition to a spill prevention plan, a cleanup protocol will be developed before construction begins and will be implemented in case of a spill. c) Stockpiling of materials, including portable equipment, vehicles and supplies (e.g., chemicals), will be restricted to the designated construction staging areas, exclusive of any riparian and wetland areas. d) A qualified biological monitor will be present during construction activities that include clearing, grubbing, pruning and /or trimming of vegetation. The qualified biological monitor will also visit each job site during construction initiation, midway through construction, and at the close of construction to monitor implementation of conservation measures and water quality.</p>		Ongoing	Planning Department
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		<p>Mitigation Measure BIO-1d: Avoid and minimize effects to special-status plants. a) Within one year prior to the commencement of ground-disturbing activities, habitat assessment surveys for the special-status plants listed in Table J-1 of Appendix J, will be conducted by a qualified botanist, in accordance with the Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFG 2009 or current version) and at the appropriate time of year when the target species would be in flower or otherwise clearly identifiable.</p> <p>b) Locations of special-status plant populations will be clearly identified in the field by staking, flagging, or fencing a minimum 100- foot wide buffer around them prior to the commencement of activities that may cause disturbance. No activity will occur within the buffer area.</p> <p>c) Some special-status plant species are annual plants, meaning the plant completes its entire lifecycle in one growing season. Other special-status plant species are perennial plants that return year after year until they reach full maturity. Due to the differences in life histories, all general conservation measures will be developed on a case-by-case basis and will include strategies that are species and site-specific to avoid or minimize impacts to special-status plants.</p> <p>d) Minimization measures may include transplanting perennial species, seed collection and dispersal for annual species, and other conservation strategies that will protect the viability of the local population. If minimization measures are implemented, monitoring of plant populations will be conducted annually for 5 years to assess the mitigation's effectiveness. The performance standard for the mitigation will be no net reduction in the size or viability of the local population.</p>		Ongoing	Planning Department
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		<p>Mitigation BIO-1e: Avoid effects to California Tiger Salamander</p> <p>a) Prior to commencing any ground-disturbing activities, the work area will be assessed by CDFW or a qualified biologist for potential California tiger salamander (CTS) habitat. All potential CTS breeding ponds and upland habitat with 1.3 miles of a potential breeding pond will be considered suitable habitat. Ground-disturbing activities will avoid areas that contain suitable breeding and upland habitat for CTS, whenever possible.</p>		Ongoing	Planning Department
		<p>Mitigation BIO-1f: Minimize effects to California Tiger Salamander</p> <p>a) Prior to conducting ground-disturbing activities in suitable CTS habitat, CDFW will conduct a minimum of 2 years of surveys to determine the presence/absence of CTS in accordance with the Interim Guidance on Site Assessment and Field Surveys for Determining Presence or a Negative Finding of the California Tiger Salamander (USFWS 2003). In consultation with the USFWS, CDFW may modify survey protocols to reflect site conditions and known utilization of habitat by CTS. In the absence of protocol surveys, CDFW will assume presence of CTS in all potential breeding and upland refugia habitat.</p> <p>b) To the extent feasible, all ground-disturbing activities will be designed to avoid impacts to suitable CTS upland habitat. Such avoidance measures may include adjusting access routes or choosing alternate locations.</p> <p>c) In the absence of conducting 2 years of protocol surveys or in the event protocol surveys detect CTS, CDFW will consult with the USFWS and after consultation will implement the following minimization measures during construction in suitable CTS habitat:</p>		Ongoing	Planning Department

		<ul style="list-style-type: none"> • Prior to commencing ground disturbing activities, construction workers will be educated regarding CTS, and the measures intended to protect this species. • When feasible, there will be a 50-foot no-disturbance buffer around burrows that provide suitable upland habitat for CTS. Burrows considered suitable for CTS will be determined by a qualified biologist, approved by USFWS. • All suitable burrows directly impacted by construction will be hand excavated under the supervision of a qualified wildlife biologist. If CTS are found, the biologist will relocate the organism to the nearest burrow that is outside of the construction impact area. 		Ongoing	Planning Department
		<ul style="list-style-type: none"> • All ground-disturbing work will occur during daylight hours in coordination with USFWS, and depending on the level of rainfall and site conditions. CDFW will monitor the National Weather Service (NWS) 72-hour forecast for the work area. If a 70% or greater chance of rainfall is predicted within 72 hours of project activity, all activities in areas within 1.3 miles of potential or known CTS breeding sites will cease until no further rain is forecast. If work must continue when rain is forecast, a qualified biologist will survey the Project site before construction begins each day rain is forecast. If rain exceeds 0.25 inch during a 24-hour period, work will cease until no further rain is forecast. This restriction is not applicable for areas located greater than 1.3 miles from potential or known CTS breeding sites once they have been encircled with CTS exclusion fencing. However, even after exclusion fencing is installed, this condition would still apply to construction related traffic moving through areas within 1.3 miles of potential or known CTS breeding sites but outside of the salamander exclusion fencing (e.g. on roads). 		Ongoing	Planning Department

		<ul style="list-style-type: none"> • For work conducted during the CTS migration season (November 1 to May 31), exclusionary fencing will be erected around the construction site during ground-disturbing activities after hand excavation of burrows has been completed. A qualified biologist will visit the site weekly to ensure that the fencing is in good working condition. Fencing material and design will be subject to the approval of the USFWS. If exclusionary fencing is not used, a qualified biological monitor will be on-site during all ground disturbance activities. Exclusion fencing will also be placed around all spoils and stockpiles. • For work conducted during the CTS migration season (November 1 to May 31), a qualified biologist will survey the active work areas (including access roads) in mornings following measurable precipitation events. Construction may commence once the biologist has confirmed that no CTS are in the work area. Prior to beginning work each day, underneath equipment and stored pipes greater than 1.2 inches (3 cm) in diameter will be inspected for CTS. If any are found they will be allowed to move out of the construction area under their own accord. 		Ongoing	Planning Department
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	<ul style="list-style-type: none"> • Trenches and holes will be covered and inspected daily for stranded animals. Trenches and holes deeper than 1 foot will contain escape ramps (maximum slope of 2:1) to allow trapped animals to escape uncovered holes or trenches. Holes and trenches will be inspected prior to filling. • All food and food-related trash will be enclosed in sealed trash containers at the end of each workday and removed completely from the construction site once every three days to avoid attracting wildlife. • A speed limit of 15 mph will be maintained on dirt roads. • All equipment will be maintained such that there are no leaks of automotive fluids such as fuels, oils, and solvents. Any fuel or oil leaks will be cleaned up immediately and disposed of properly. • Plastic monofilament netting (erosion control matting) or similar material will not be used at the Project site because CTS may become entangled or trapped. Acceptable substitutes include coconut coir matting or tackified hydroseeding compounds. • Hazardous materials such as fuels, oils, solvents, etc. will be stored in sealable containers in a designated location that is at least 100 feet from wetlands and the San Joaquin River channel. If it is not feasible to store hazardous materials 100 feet from wetlands and the river channel, then spill containment measures will be implemented to prevent the possibility of accidental discharges to wetlands and waters. 		Ongoing	Planning Department
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		<p>Mitigation BIO-1g: If project construction-related activities take place during the nesting season (February through August), preconstruction surveys for shall be conducted for nesting passerine birds within the project site and the surrounding area of influence of the project site. Surveys should be conducted by a competent biologist prior to the commencement of the tree removal or site grading activities. Nesting bird surveys shall be conducted no more than 30 days prior to any vegetation removal. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone shall be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 200 feet for raptors (birds of prey). The distance shall be determined by a competent biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a competent biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), construction can proceed without further regard to the nest site.</p>		Ongoing	Planning Department
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	<p>Mitigation BIO-1h: No more than 30 days prior to any ground disturbing activities, a qualified biologist shall conduct a preconstruction/take avoidance survey for burrowing owls using methods described in Appendix D of the CDFW Staff Report on Burrowing Owl Mitigation (Staff Report) (CDFW 2012). If no owls are detected during the initial take avoidance survey, a final survey shall be conducted within 24-hours prior to ground disturbance to confirm that owls are still absent. If present and no nesting has begun, nest exclusion doors or avoidance buffers may be used as negotiated with CDFW. No disturbance should occur within 50 meters (approximately 160 feet) of occupied burrows during the non-breeding season of September 1 through January 31 or within 75 meters (approximately 250 feet) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. It is recommended that an initial burrowing owl survey be performed during December and early January. If owls are discovered, passive relocation of the owls can take place. If owls are discovered after February 1, the owls must be left on site and a 250-foot buffer established until September 1.</p>	Ongoing	Planning Department
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		<p>Mitigation BIO-1i: Prior to any construction activities that could have the potential to impact the onsite intermittent creek channel, a qualified fish biologist, designated by the Reclamation in consultation with NMFS (National Marine Fishery Service) and CDFW, shall conduct a survey within the onsite intermittent creek channel and irrigation canal to determine whether these waterways are suitable to host steelhead. If these waterways are determined to serve as a suitable winter run, identify if this stretch of creek contains potentially suitable substrates to support spawning. If it is determined that the site that supports steelhead, the applicant shall consult with the National Marine Fisheries Service (NMFS) prior to any construction activities and obtain appropriate permits if “take” of the species is likely to occur. If Steelhead are identified as occurring, appropriate mitigation measures to reduce impacts to a less-than significant level would be coordinated with the NMFS. A qualified fisheries biologist shall be present for any work occurring within the creek bed. The biologist shall implement NMFS approved procedures to ensure that no special-status fish species are harmed by project related activities. At a minimum, these procedures shall include the relocation of fish from the disturbance area and the temporary placement of barriers to prevent fish from entering the disturbance zone. Other measures may be implemented upon their approval by NMFS. Mitigation Measure IV-5, below, also would help to protect potential steelhead habitat.</p>		Ongoing	Planning Department
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	<p>Mitigation BIO-1j: San Juan Bautista shall perform a baseline inventory of land cover, special-status species habitat, sensitive natural communities, riparian habitat, landscape level migratory corridors, and wetlands within the planning area. The inventory shall include identification of wetlands and ponds as feasible habitat based on existing data sources and aerial interpretation. This inventory should be updated at a minimum of ten-year intervals. The baseline inventory can exclude areas that are not under the jurisdiction of San Juan Bautista, such as resources in other cities, or on state and federal lands.</p> <p>Mitigation BIO-1k: San Juan Bautista shall adopt standards for preparing biological resources assessments that meet the requirements of natural resource agencies, such as the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. San Juan Bautista shall require an assessment consistent with these requirements prior to considering approval of any development project that may impact natural lands (subject to site conditions and available technical information) as determined by the City of San Juan Bautista.</p>		Medium Term (5 years)	Planning Department
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		<p>Mitigation BIO-1I: San Juan Bautista shall prepare and formally adopt guidelines and standards for the preparation of biological resource assessments. At a minimum, an applicant's biological resources assessment, when required, shall include the following as appropriate:</p> <p>a) An inventory of biological resources on the project site including a description of the plant communities and habitats found on the site.</p> <p>b) Results of appropriately timed surveys for special-status plants and animals using methods that are consistent with the existing state and federal resource agency protocols, and that are conducted by qualified biologists familiar with the biological resources of San Juan Bautista and San Benito County.</p> <p>c) An analysis of wildlife movement corridors on or adjacent to the project site. The movement corridor study shall identify species that potentially use the site as a movement corridor, the time of year that the corridor is used, potential impacts to the corridor from the proposed activity, and recommendations to avoid or mitigate the effects of the project or activity. Mitigation measures shall ensure that existing stream channels and riparian corridors continue to provide wildlife movement and access. An analysis of wildlife and/or fish nursery sites (e.g., nest sites, dens, spawning areas) on the site. This analysis should consider not only the seasonal occurrence of species on the site, but also the nest site fidelity that may be exhibited by past occupants of the site.</p>		Medium Term (5 years)	Planning Department
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		<p>d) Avoidance measures to be implemented before, during, and after project/activity implementation to avoid impacting sensitive communities and special-status plants, animals, and their habitats.</p> <p>e) Where avoidance is not possible, the applicant shall provide a Mitigation and Monitoring plan that fully compensates for the habitat functions and values lost due to the action. The plan shall specify the compensatory mitigation for lost habitat that is consistent with existing state and federal mitigation standards. The plan shall specify monitoring activities that are adequate to ensure the success of the mitigation. Alternatively, if the City has an approved HCP and/or HCP/NCCP, the applicant shall comply with the requirements of those plans, as well as any additional conditions set forth in the incidental take permit(s) that the plans support.</p> <p>f) All mitigation measures and monitoring activities shall be fully funded with a secure funding source prior to implementation of habitat or species mitigation and monitoring plans. Habitat preserved as part of any mitigation and monitoring plan shall be preserved in perpetuity through a conservation easement, deed restriction, or other method to ensure that the habitat remains protected.</p>			
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<p>BIO-2 The proposed Plan will have a potentially significant 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.</p>	<p>PS</p>	<p>Mitigation BIO-2a: A 100-foot setback area shall be established along all rivers, streams, and creeks within the planning area. The setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. A 100-foot setback area shall be established along wetlands not associated with creeks (i.e., seasonal wetland swales or ponds within the planning area. The riparian setback shall be measured from the top of bank, or outside edge of riparian woodland, whichever is greater. The wetland setback shall be measured from the outside edge of the wetland. Development activities would be prohibited in the setback area; the City shall consider exceptions for open space recreational uses (i.e., trails, playfields, and picnic areas). No building or structures shall be developed in the setback area. The existing riparian woodland or wetland shall be protected from construction disturbance. Fencing shall be temporarily placed at the outside edge of the setback area. This fencing shall remain in-place until construction is complete. If recreational trails are placed within the buffer area, implement a revegetation program wherein a vegetative buffer is established between the trail and the outside edge of the riparian woodland.</p>	<p>LTS</p>	<p>Short Term</p>	<p>Planning Department</p>
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		<p>Project developers shall be required to retain creeks and wetlands in their natural channels rather than placing them in culverts or underground pipes, where feasible. Where stream banks must be deepened, widened or straightened, they should be landscaped and revegetated afterward. Where wetlands are impacted, they should be re-created afterwards. If impacts are incurred to creeks and/or riparian woodlands as part of development within the planning area, the project applicant shall develop and implement a riparian/wetland habitat mitigation and management plan. The plan shall specify the replacement ratio for impacts to riparian resources and to wetland resources, pursuant to current state and federal policies. The project applicant shall receive authorization to fill wetlands and “other” waters from the US Army Corps of Engineers, pursuant to the requirements of the Clean Water Act. The project applicant shall also obtain a water quality certification (or waiver) from the Regional Water Quality Control Board, consistent with requirements of this State agency. The project applicant shall also obtain a 1601/1603 Streambed Alteration Agreement from the California Department of Fish and Game, pursuant to Fish and Game Code. These permits shall be received prior to any site grading that may occur in or immediately adjacent to creeks or wetlands.</p>			
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		<p>The project applicant shall also receive authorization from the National Marine Fisheries Service for “take” of steelhead and from the U. S. Fish and Wildlife Service for “take” of California red-legged frog, if work cannot avoid impacts to creek resources and/or these species. Pursuant to provisions of the Section 404 permit, 1601/1603 Streambed Alteration Agreement and State water quality certification (or waiver), the project applicant shall implement a riparian/wetland mitigation plan, and any other measures so identified by regulatory agencies. This plan shall identify measures for the applicant to compensate for unavoidable impacts to riparian or wetland resources. A minimum 1:1 replacement ratio is typically recommended for impacted wetland resources to satisfy requirements of the U.S. Army Corps of Engineers and the Regional Water Quality Control Board (RWQCB). A minimum 3:1 replacement ratio is typically recommended for impacted riparian resources to satisfy requirements of the CDFG. The applicant shall also identify and implement a 5-year maintenance and monitoring program.</p>			
		<p>Mitigation BIO-2c: San Juan Bautista shall cooperate with the Regional Water Quality Control Board and the Resource Conservation District in their efforts to develop a plan to assist agricultural operations to reduce nitrate and sediment input to creeks. Such a plan will enhance water quality and benefit aquatic plants and wildlife within the planning area as well as downstream.</p> <p>Mitigation BIO-2d: The City shall require project developers to retain coast live oak and valley oak trees within the planning area, including oaks within new development areas. All coast live oak and valley oak trees should be surveyed prior to construction to determine if any raptor nests are present and active. If active nests are observed,</p>		Ongoing	Planning Department

		the construction should be postponed until the end of the fledgling.			
BIO-3 The proposed Plan will have a potentially significant 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.	PS	Mitigation BIO-3a: Wetland delineation shall be prepared to document the extent of jurisdictional features if any construction activity could result in impacts to wetlands/waters that may be potentially considered jurisdictional. If the wetlands/waters are deemed jurisdictional and construction activities are proposed that could impact these features, permits shall be obtained prior to construction. Setbacks from the wetlands/water features may be required to protect habitat and water quality.		Medium Term (5 years)	Planning Department

		<p>Mitigation BIO-3b:</p> <ul style="list-style-type: none"> • If vernal pools have the potential to be disturbed by a project activity, a qualified biologist will identify and map vernal pools and seasonal wetland habitat potentially suitable for listed vernal pool plants, invertebrates, and western spadefoot toad within the footprint. A 250-foot no disturbance buffer will be established from the high water mark of the vernal pool or wetland habitat and will be delineated by staking, flagging or fencing. Access, egress, and ground-disturbing activities will be sited to avoid vernal pools. • If vernal pools are present, a 250-foot no disturbance buffer will be established from the high water mark of vernal pools and seasonal wetlands that provide suitable habitat for vernal pool crustaceans or vernal pool plants. This buffer will be established prior to ground-disturbing activities, and remain until ground-disturbing activities in that area are completed. Vernal pool habitat and buffer areas will be clearly identified in the field by staking, flagging, or fencing. 	LTS	Ongoing	Planning Department
		<ul style="list-style-type: none"> • If activities occur within the micro-watershed or 250-foot buffer for vernal pool habitat, wetland delineation will be submitted to USACE for verification and mitigation requirements will be determined. CDFW will develop a compensatory mitigation plan consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and other applicable regulations and rules at the time of implementation that will result in no net loss of acreage, function, and value of affected vernal pool habitat. Unavoidable effects will be compensated through a combination of creation, preservation, and restoration of vernal pool habitat or purchase of credits at a mitigation 			

		bank approved by the applicable regulatory agency/agencies.			
		<ul style="list-style-type: none"> • As applicable, Project effects and compensation will be determined in consideration of the Vernal Pool Recovery Plan goals for core areas, which call for 95% preservation for habitat in the Grasslands Ecological Area and Madera core areas, and 85% habitat preservation in the Fresno core area (USFWS 2005). • Appropriate compensatory ratios for loss of habitat both in and out of core areas would be determined during coordination and consultation with USFWS, as appropriate. • If off-site compensation includes dedication of conservation easements, purchase of mitigation credits, or other off-site conservation measures, the details of these measures will be developed as part of the USFWS coordination and consultation process. The plan will include information on responsible parties for long-term management, holders of conservation easements, long-term management requirements, and other details, as appropriate, for the preservation of long-term viable populations. Any impacts that result in a compensation purchase will be required to do so with an endowment for land management in perpetuity prior to any project groundbreaking activities. 			

CULTURAL RESOURCES					
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<p>CULT-1 The proposed Plan is not expected to cause adverse change in significance of a historical resource as defined in Section 15064.5.</p>	<p>PS</p>	<p>Mitigation CULT-1a: The City shall prepare and formally adopt the following procedure: In the event that a historical, cultural, or paleontological resource is discovered during a site excavation, all work must be suspended until the Coroner and Native American Heritage Commission are consulted. Additionally, the City shall require the project applicant to retain a qualified archaeologist conduct a records search, complete a field survey, and prepare a technical study that meets the California Office of Historic Preservation Standards. The purpose of the technical study shall be to determine if the discovered resources are significant. If the resources are found to be significant, the County shall require that the qualified archaeologist make necessary recommendations to protect the site or the area that contains archaeological, paleontological, or unique geological resources, or to draft a data recovery plan for excavation, analysis, and curation of the identified materials consistent with Public Resources Code §21083.2 and State CEQA Guidelines §15126.4(b) as they may be amended for any identified adverse effects to cultural and historic resources.</p> <p>Mitigation CULT-1b: The City shall establish and adopt mandatory guidelines for use during the planning and building review processes for projects on a site-specific and plan-area basis to identify and protect cultural and historic resources, paleontological resources, and unique geological features, and to mitigate adverse effects to such resources. The guidelines shall also be applied to the development of City sponsored infrastructure projects.</p>	<p>PSU</p>	<p>Short Term</p>	<p>Planning Department</p>
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		<p>Mitigation CULT-1c: The City shall maintain an integrated network of open space lands that support natural resources, recreation, historical and cultural resources, tribal resources, wildlife habitat, water management, scenic quality, and other beneficial uses.</p> <p>Mitigation CULT-1d: The City Shall stipulate policies and procedures must be established to encourage the avoidance or clustering of new development away from sensitive areas</p>		Medium Term (5 years)	Planning Department
CULT-2 The proposed Plan is not expected to cause adverse change in significance of an archeological resource as defined in Section 15064.5.	PS	<p>Mitigation CULT-2: Implement Mitigation Measures CULT-1a through CULT-1d.</p>	PSU	Short Term	Planning Department
CULT-3 The proposed Plan is not expected to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature	PS	<p>Mitigation CULT-3: Implement Mitigation Measures CULT-1a through CULT-1d.</p>	PSU	Short Term	Planning Department
CULT-4 The proposed Plan is not expected to disturb any human remains, including those interred outside of formal burial cemeteries.	PS	<p>Mitigation CULT-4a: Implement Mitigation Measures CULT-1a through CULT-1d.</p> <p>Mitigation CULT-4b: The City shall require field surveys for projects in sensitive areas, and use of the SHPO Clearinghouse and the NAHC's list of sacred sites.</p> <p>Mitigation CULT-4c: The City shall adopt a uniform set City of San Juan Bautista Planning and Building Inspection Department of guidelines for data recovery programs as well as for consultation with Native American descendants.</p>	PSU	Medium Term (5 years)	Planning Department

GEOLOGY & SOILS					
GEO-2 The proposed Plan may expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, therefore the impact is potentially significant.	PS	Mitigation GEO-1: The City shall require that all geotechnical reports produced for development proposals should not only include summaries of existing ground-shaking hazards, but also include comprehensive mitigation measures for these risks. These can include, but are not limited to, setback requirements and foundation improvements. If the risks of seismic ground-shaking cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS	Ongoing	Planning Department
GEO-3 The proposed Plan might expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction, therefore the impact is potentially significant.	PS	Mitigation GEO-3: The City shall continue to require that liquefaction risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect this risk also require comprehensive mitigation measures for these risks. These may include but are not limited to foundation and infrastructure upgrades. If the risks of seismic ground shaking and liquefaction cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS	Ongoing	Planning Department
GEO-5 The proposed Plan might result in substantial soil erosion or the loss of topsoil, therefore making the impact potentially significant.	PS	Mitigation GEO-5: The City shall continue to require that soil erosion risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect this risk also require comprehensive mitigation measures for these risks. These may include but are not limited to fill and re-vegetation techniques. If the	LTS	Ongoing	Planning Department

		risks of soil erosion cannot be mitigated, the City shall require open space easements to prohibit development on these zones.			
GEO-6 The proposed Plan might promote land-use changes that will be located on unstable soils or geologic units that will result in landsliding, lateral spreading, subsidence, liquefaction, or collapse, therefore making the impact potentially significant.	PS	Mitigation GEO-6: The City shall require that all geotechnical reports produced for development proposals should not only include summaries of existing hazards with respect to landsliding, lateral spreading, subsidence, liquefaction, or collapse, but also include comprehensive mitigation measures for these risks. These can include but are not limited to setback requirements and foundation improvements. If the risks of landsliding, lateral spreading, subsidence, liquefaction, or collapse cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS	Ongoing	Planning Department
GEO-7 The proposed plan may create substantial risks to life or property by promoting land-use changes that will be located on expansive soil, as defined in Table 18-1-b of the Uniform Building Code (1994), therefore making the impact potentially significant.	PS	Mitigation GEO-7: The City shall continue to require that expansive soil risks be assessed as a part of the local development review process for all new development proposals. The City shall require that all geotechnical reports that reflect these risks also require comprehensive mitigation measures for these risks. These may include but are not limited to over-excavating and filling techniques. If the risks of developing on expansive soils cannot be mitigated, the City shall require open space easements to prohibit development on these hazardous zones.	LTS	Ongoing	Planning Department

HYDROLOGY & WATER QUALITY					
HY-1 Build-out of the proposed Plan would result in potentially significant impacts in regards to violating any water quality standards or waste discharge requirements.	PS	<p>Mitigation HY-1a: The City shall require the incorporation of Low-Impact-Development (LID) measures using identified “Best Management Practices” (refer to EPA LID “Design and Guidance Manuals”) into the site plans of all new developments and all retrofits on existent sites that will result in the alteration of the existing surface hydrology enabling projects to result in zero-net alterations to the existent hydrographic flow.</p> <p>Mitigation HY-1b: The City should implement a development fee to be applied to the development of residential sub-divisions as well as commercial areas proportional to the vehicular gravity development is estimated to result in. Collected funds from the development fee shall be utilized to implement bio-swales to capture and treat surface water runoff along main traffic corridors to mitigate the impacts of increased vehicular traffic and related surface pollutants that would result in the build out of the plan.</p>	LTS	Short Term	Planning Department

HY-2 Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially depleting groundwater supplies or interfering substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level	PS	<p>Mitigation HY-2a: The City shall adhere to clustered growth development pattern and incentivize infill development in order to prevent sprawl, limiting development that may otherwise impact the natural groundwater recharge abilities of undeveloped lands.</p> <p>Mitigation HY-2b: Identify and zone key groundwater recharge locations within city limits as open space and implement riparian management practices and watershed restoration practices to address agricultural and pastoral soils compaction to restore vital groundwater recharge areas.</p>	LTS	Medium Term (5 years)	Engineering Department
HY-3 Build-out of the proposed Plan would result in potentially significant impacts in regards to substantially altering the existing drainage pattern of the site or area in a manner, which would result in substantial erosion or siltation on-or off-site.	PS	<p>Mitigation HY-3a: The City shall require the development of a Stormwater Pollution Prevention Plan (SWPPP) or equivalent document for any site development plans prior to approval and the issuance of any building permits.</p> <p>Mitigation HY-3b: Require the installation and maintenance of general erosion and sediment controls, such as perimeter controls and soil stabilization on all developments that will result in the movement of 50 cubic yards or greater of earth.</p> <p>Mitigation HY-3c: Require the instillation of sediment traps for all drainage areas of less than 10 acres.</p> <p>Mitigation HY-3d: Require the instillation of sediment basins for drainage areas of 10 or more acres.</p>	LTS	Medium Term (5 years)	Planning Department

HY-4 Build- out of the proposed Plan would result in potentially significant impacts in regards to substantially altering the existing drainage pattern of the site or area or substantially increasing the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.	PS	<p>Mitigation HY-4a: Implement on site rain water catchment cisterns with a minimum capacity relative to the surface area impacted by development and change in surface area for all site developments, retrofits, or remodels resulting in the change of 500 square feet of surface area cover from existing conditions.</p> <p>Mitigation HY-4b: The City shall establish a special overlay zone on the South Side of State Route 156 to implement comprehensive stormwater management. The overlay zone will address the cumulative impact of development on hydrologic patters. Possible implementation strategies will include both increased on-site low impact installations and development impact fees to fund large scale improvements to serve multiple properties.</p>	LTS	Short Term	Planning Department
HY-5 Build-out of the proposed Plan would result in potentially significant impacts in regards to creating or contributing runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.	PS	<p>Mitigation HY-5a: The City shall complete the patchwork of curb and gutter systems to create a coordinated stormwater management system using funds provided through an additional development fee relative to the vehicular gravitational impact of developments upon the existing infrastructure.</p> <p>Mitigation HY-5b: Implement bio-swales along major traffic corridors and require the installation of bio-retention area to be incorporated in all sub-division and industrial developments.</p>	LTS	Long Term (10+ Years)	Engineering Department
HY-6 Build-out of the proposed Plan would result in less-than-significant impacts in regards to otherwise	LTS	N/A	LTS		

substantially degrading water quality.					
HY-7 Build-out of the proposed Plan would result in potentially significant impacts in regards to placing 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.	PS	<p>Mitigation HY-7a: Restrict developments from occurring within the FEMA 100 year Flood Hazard Zone unless no other viable alternatives are available. If development does occur, restrict zoning ordinances to low density residential and or industrial use.</p> <p>Mitigation HY-7b: Require any developments that may occur within the FEMA Flood Hazard Zone to be raised at least 1ft above the 100 year flood level, and implement “dry” flood proofing for all residential housing developments.</p>	PS	Short Term	Planning Department
HY-8 Build-out of the proposed Plan would result in potentially significant impacts in regards to placing within a 100-year flood hazard area structures which would impede or redirect flood flows.	PS	<p>Mitigation HY-8a: Implement Mitigation Measure HY-7a</p> <p>Mitigation HY-8b: On any industrial developments occurring within the FEMA Flood Hazard Zone, require the implementation of “wet” flood proofing measures into the project’s design prior to submission for review and building permit issuance.</p>	LTS	Short Term	Planning Department
LAND USE					

LU-2 The proposed Plan would potentially conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	PS	Mitigation LU-2: Mitigation measures for the proposed Plan will need to take place in the San Juan Bautista Zoning regulations through an update to the code. Zoning is the primary method of implementing the general plan, and is a tool in categorizing any specific uses of land that reflect the general plan. Thus, to reduce and minimize any inconsistencies between the proposed Plan and the San Juan Bautista regulations, the City will update the zoning code, within 12 to 24 months of adoption, to be consistent with the proposed Plan.	LTS	Short Term	Planning Department
NOISE					
NOISE-1 The proposed plan would potentially expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	PS	<p>Mitigation NOISE-1a: Require an acoustical analysis to be performed prior to development approval where proposed land uses may produce or be exposed to noise levels exceeding the “normally acceptable” level as shown in Table 4.12-5.</p> <p>Mitigation NOISE-1b: Avoid approving new developments which place sensitive land uses near noise generators.</p> <p>Mitigation NOISE-1c: Avoid placing noise generators near sensitive land uses such as the Mission, churches, schools, cemeteries, residential land-uses, and health centers.</p> <p>Mitigation NOISE-1d: Necessitate the use of noise barriers to lower noise readings to a less than significant level as defined in Table 4.12-5.</p> <p>Mitigation NOISE-1e: Require new projects to include appropriate noise mitigation measures to reduce noise levels in compliance with the Table 14.2-5 standards within sensitive areas. If a project includes the creation of new non-transportation noise sources, require the noise generation of those sources to be mitigated so they do not exceed the interior and exterior noise level standards of Table 4.12-5 at existing noise sensitive areas in the project vicinity. However, if a noise-generating use is proposed adjacent to lands zoned for residential uses, then the noise</p>	LTS	Ongoing	Planning Department

		generating use shall be responsible for mitigating its noise generation to a state of compliance with the standards shown in Table 4.12-5 at the property line of the generating use in anticipation of the future residential development			
PUBLIC SERVICES					
PS-1 Build-out of the proposed Plan would result in potentially significant impacts with regards to fire protection facilities.	PS	Mitigation PS-1: The city shall seek to maintain mutual aid agreements with the City of Hollister and County of San Benito, and maintain fire service responsibilities as outline by those contracts.	LTS	Ongoing	City Council, Manager & Attorney

PS-3 Build-out of the proposed Plan would result in potentially significant impacts related to the construction or expansion of police facilities.	PS	Mitigation PS-3 The city shall modify Program PS 5.2.1.1, and levy police impact fees for new development to ensure that the city can maintain at least one police officer per 1000 people, and strive to provide 1.5 officers per 1000 people when feasible.	LTS	Short Term	Planning Department
TRANSPORTATION & TRAFFIC					
TRANS-1 Build out of the proposed Plan would result in T.B.D. impacts to some intersections levels of service.	PS	Mitigation TRANS-1: In order to mitigate the potential impacts of the General Plan, new developments will have to conduct travel impact studies to determine increases in traffic volumes attributable to specific developments. If the studies project unacceptable levels of service, then mitigation measures should be put in place. With new State requirements (Complete Streets Act – AB1358 – of 2008) for treatments to accommodate multiple modes, cities have a wide array of mitigation measures at their disposal. Some measures would create travel environments to enable users switch to non-motorized modes, such as walking and biking; other measures would promote use of public transit; while nevertheless others would require geometric improvements to better accommodate the automobile. As identified in the appendix to this section, some would involve the addition of turn bays, restriction of on-street parking, creation of bus pullouts, while others may ultimately require the addition of through lanes on such major arteries as SR 156 and The Alameda. Project determination for improvements at DR 156 and The Alameda will be undertaken via Caltrans' Intersection Control Evaluation (ICE) process. This evaluation includes: identifying all solution concepts and conducting an	LTS	Medium Term (5 years)	Planning Department

		<p>engineering analysis of the intersection generally by direct study.</p> <p>Under today's multi-modal travel requirements, acceptable levels of service are no longer for auto drivers only, but averaged over all users. Therefore mitigation measures should be implemented to achieve sufficient capacity for walkers, bikers, transit passengers, and autos.</p>			
UTILITIES					
US-2 Build-out of the proposed Plan would result in potentially significant impacts in regards to the construction of new water facilities or expansion of existing facilities.	PS	<p>Mitigation US-2: The City shall only construct a new pellet plant when it can be reasonably illustrated that the City has sufficient financial resources and technological expertise to meet any obligations placed upon them by the State of California and its permitting agencies.</p>	LTS		

US-4 Build-out of the proposed Plan would result in potentially significant impacts related to wastewater treatment requirements of the applicable Regional Water Quality Control Board.	PS	Mitigation US-4a: Implement Mitigation US-2. Mitigation US-4b: New development shall only be approved if the wastewater treatment plant can treat anticipated demand without compromising the requirements and treatment levels in the applicable NPEDS permit. If the proposed development may require additional facilities to maintain compliance with the NPEDS permit, the city shall consider requiring impact fees which they deem reasonable and appropriate.	LTS	Long Term (10+ Years)	Planning Department
US-5 Build-out of the proposed Plan would result in a potentially significant impact on the environment, since the construction of new wastewater treatment facilities or expansion of existing facilities would be required, the construction of which may have a significant impact on the environment.	PS	Mitigation US-5: Implement Mitigation Measure US-2.	PSU	Long Term (10+ Years)	Planning Department

US-7 The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in potentially significant cumulative impacts with respect to wastewater.	PS	<p>Mitigation US-7a: Implement Mitigation Measure US-2.</p> <p>Mitigation US-7b: Implement Mitigation Measure US-4b.</p> <p>Mitigation US-7c: New development shall only be approved if the wastewater treatment plant can treat anticipated demand without compromising the requirements and treatment levels in the applicable NPEDS permit. If the proposed development may require additional facilities to maintain compliance with the NPEDS permit, the city shall consider requiring impact fees which they deem reasonable and appropriate.</p>	LTS	Medium Term (5 years)	Planning Department
<p>Definitions:</p> <p>No Impact (NI): The project does not create an impact in that category</p> <p>Less than significant (LTS): A less than significant impact is one that would not reach or exceed the standard or threshold of significance as determined in this analysis. Therefore, no substantial environmental change would occur.</p> <p>Potentially significant (PS): The project would cause a potentially substantial, adverse change in environmental conditions described in that impact category, within the area affected by the project.</p> <p>Potentially Significant & Unavoidable (PSU): A significant impact is a substantial, or potentially substantial, adverse change in the environment resulting from implementation of the Proposed Project which cannot be adequately addressed by mitigation.</p>					