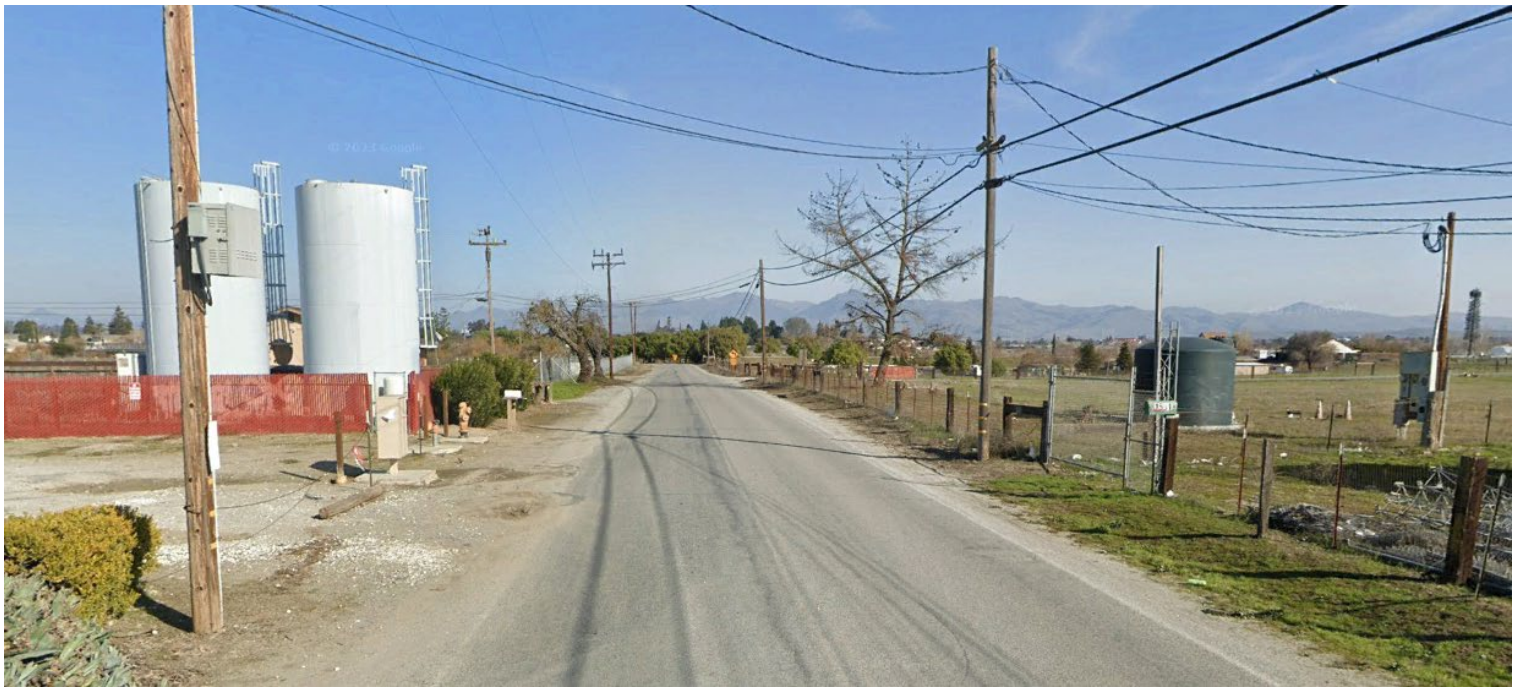

STATE CLEARINGHOUSE NUMBER:

CIP NUMBER: C2215

Valenzuela Water System Upgrade Project

Draft Initial Study with Proposed Mitigated Negative Declaration

JANUARY 2025

Dewberry

SUBMITTED BY
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SUBMITTED TO
City of Hollister
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Initial Study

1) **Project Title:** Valenzuela Water System Upgrade Project (CIP Number C2215)

2) **Lead Agency Name and Address:**
   City of Hollister
   Public Works Department
   1321 South Street
   Hollister, CA 95023

3) **Contact Person and Phone Number:**
   William Via
   Public Works Director
   (831) 636-4370
   william.via@hollister.ca.gov

4) **Project Location:** The Valenzuela Water System Upgrade Project is located partially in unincorporated San Benito County (County) and the City of Hollister (City) on Assessors' Parcel Number (APN) 021-050-017-0 and Nash Road right-of-way. Specifically, the proposed project extends from approximately 0.05-mile northeast of the Nash Road/Riverside Road intersection north/northwest to the intersection of Nash Road/Westside Boulevard. Construction staging areas are proposed on portions of either APN 021-050-021-0 or APN 021-050-013-0. The proposed project would not be located within the boundary of the San Benito River; as it would be attached to the northern side of the Nash Road Bridge, above the river.

5) **Project Sponsor's Name and Address:**
   Rural Community Assistance Corporation
   Rural Development Specialists
   3120 Freeboard Drive, Suite 201
   West Sacramento, CA 95691

6) **General Plan Designation(s):** The County General Plan land use designations for APNs 021-050-017-0 and 021-050-021-0 are Agriculture and APN 021-050-013-0 is Residential Rural. Nash Road is County- and City-owned right-of-way.

7) **Zoning Classification(s):** County zone classifications for APNs 021-050-017-0 and 021-050-013-0 are Agricultural Productive and APN 021-050-021-0 is Rural Residential. Nash Road is County- and City-owned ROW.

1. Introduction

The City of Hollister (City), in coordination with the Rural Community Assistance Corporation (RCAC), proposes implementation of the Valenzuela Water System Upgrade Project (herein referred to as "proposed project"), to provide the Valenzuela Water System (VWS), a small public water system, with assistance in connecting the VWS to the City's public water system. The City is the California Environmental Quality Act (CEQA) Lead Agency. Rancho Valenzuela, a 15 residential unit community in unincorporated San Benito County (County) on Assessors' Parcel Number (APN) 021-050-017-0, currently receives potable and fire suppression water from the VWS. The VWS has been contaminated with nitrate concentration levels that exceed the maximum contaminate levels set by the U.S. Environmental Protection Agency (USEPA) and the California State Water Resources Control Board (SWRCB). Thus, the proposed project would extend the City's water infrastructure service to Rancho Valenzuela and the existing VWS and water well would be abandoned as a potable water source.

1.1 Circulation Information

This Draft Initial Study and Proposed Mitigated Negative Declaration (IS/MND) was submitted to the State Clearinghouse on January 15, 2025 for a 30-day public review period that ends on February 14, 2025. During the public review period, the Draft IS/MND will be available for review online at: https://hollister.ca.gov/government/community_services/engineering/index.php, under "Other Documents", or at the City of Hollister City Hall (375 5th Street, Hollister, CA 95023) Monday through Friday 7:30 a.m. to 12:00 p.m. and 1:00 p.m. to 4:30 p.m.

Comments can be submitted via email, subject line: Valenzuela Water System Upgrade Project, to William Via at william.via@hollister.ca.gov. Comments can be sent by U.S. mail to City of Hollister, Public Works Department, Attention: William Via, 1321 South Street, Hollister, CA 95023. Comments will be accepted by the City until 4:30 p.m. on (February 14, 2025).

1.2 Summary of Findings

This Draft IS/MND prepared for the proposed project assesses the potential effects on the environment and the significance of those effects. Based on the results of this Draft IS/MND, the proposed project would not have any significant impacts on the environment once mitigation measures are implemented. This IS/MND supports the following findings:

- The proposed project would not impact Agricultural and Forestry Resources, Biological Resources, Energy, Land Use/Planning, Mineral Resources, Population and Housing, Recreation, and Wildfire.
- The proposed project would have a less-than-significant impact on Aesthetics, Air Quality, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions,

Hydrology and Water Quality, Public Services, Transportation, and Utilities and Service Systems.

- Once mitigation measures are implemented, the proposed project would have a less-than-significant impact on Hazards and Hazardous Materials, Noise, and Tribal Cultural Resources.
- No substantial evidence exists that the proposed project would have a significant negative or adverse effect on the environment.

The proposed project would incorporate project conditions, best management practices (BMPs), and standard construction measures required by the City and other applicable laws, regulations, and policies. The proposed project would implement mitigation measures as applicable, as described in Section 4 of this IS/MND.

2. Project Description

2.1 Project Location

The proposed project is located partially in the County and partially in the City. Specifically, the proposed project extends from Rancho Valenzuela, within the County, in Nash Road right-of-way (ROW), to the Nash Road/Westside Boulevard intersection, within the City. Construction staging areas are proposed on either APN 021-050-021-0 or APN 021-050-013-0, both in County jurisdiction. The proposed project is not located within the jurisdictional boundary of the San Benito River as it would attach to the north side of the Nash Road Bridge spanning over the river. Figure 2-1 and Figure 2-2 (see Appendix A) show the location of the proposed project on a regional and local basis, respectively.

2.2 Existing Conditions

VWS is a small public water system supplied by a single well that serves approximately 74 residents at Rancho Valenzuela. The VWS provides potable water for both drinking and fire suppression purposes through the same distribution system. Components of the existing VWS are summarized below in Table 2-1.

Table 2-1. Existing VWS Components

COMPONENTS	DESCRIPTION
WATER SYSTEM	
Well pump and motor	• Supplies the potable water and fire system.
Ion exchange system	• Consists of chlorine pump and salt storage. • Appears to be in service. • Waste disposal location unknown.
POTABLE WATER SYSTEM	
Potable Water System	• Water system pressure maintained by four existing hydropneumatics tanks. • Water system piping and appurtenances are unknown.
FIRE SYSTEM	
Two Storage Tanks	• Each tank has a 20,000-gallon capacity. • Only one tank is in service. • Offline tank appears to contain stagnant water.
Three Fire Hydrants	• Two of the three hydrants appear to be in service.
Two Horizontal Submersible Pumps	• Mounted in pump cans that are in line with site piping. • Only one appears to be in service.
Four Hydropneumatics	• In service.
Sprinkler System	• Each home is equipped with a fire sprinkler system.

Source: RCAC, 2024.

The existing VWS was designed to operate as follows:

- The well fills the gravity storage tanks with water.
- The horizontal pumps pump water from the gravity storage tanks to the hydropneumatics tanks.
- The hydropneumatics tanks maintain the distribution system pressure and reduce the pump cycling time.

Parcels surrounding the project site are in both County and City jurisdictions. Parcels surrounding the project site are occupied by large lot single family residential units, large animal corrals, high density residential units, vacant land, the San Benito River, timber milling uses, aggregate sales use, and light industrial uses. Parcels surrounding the site within the County have Agriculture and Residential Rural land use designations and have Agricultural Production and Rural Residential zone classifications. Parcels surrounding the project site within the City have the same land use designations and zoning classifications: Open Space and High Density Residential. Specific to Rancho Valenzuela, the County land use designation is Agriculture, and the County zoning classification is Agricultural Productive. APN 021-050-021-0 (proposed construction staging) has an Agriculture land use designation and is zoned Agricultural Production and APN 021-050-013-0 (proposed construction staging) has a Residential Rural land use designation and is zoned Rural Residential.

2.3 Project Objectives

In April 2018, samples collected from the Rancho Valenzuela on-site water well had nitrate concentration levels of 11.0 milligrams/liter (mg/L). This exceeds the maximum contaminate level (MCL) of 10 mg/L, set by the USEPA and SWRCB. An ion exchange treatment system was implemented to treat the excessive nitrate levels. The treatment system did not have a certified operator nor nitrate analyzing equipment in place to ensure adequate treatment. As a result, the water system was deemed ineffective by SWRCB. The proposed project's objective is to connect the VWS with a nearby public water system to bring VWS up to current Safe Drinking Water Act requirements, including requirements for nitrate levels.

2.4 Proposed Project

The proposed project would connect the VWS to the City's public water system through installation of two parallel 8-inch diameter water pipelines (water pipelines) which would be buried a minimum of 4 feet in a 44-inch-wide trench within the Nash Road ROW. The 0.51-mile length of the water pipelines would connect to the existing distribution system at Rancho Valenzuela. The tanks, pumps and perimeter fencing of the original VWS at Rancho Valenzuela would be abandoned as a potable water source. No improvements to the existing distribution system (laterals) at Rancho Valenzuela are proposed for this project. At the San Benito River, the water pipelines would be attached to the north side of the Nash Road Bridge to avoid entering the jurisdictional limits of the San Benito River. No horizontal drilling beneath the riverbed would occur. Upon crossing the San

Benito River, the water pipelines would continue underground until they connect to the existing City water system at the Nash Road/Westside Boulevard intersection.

2.4.1 Right-of-Way and Staging Areas

The proposed project would be within Rancho Valenzuela and existing Nash Road ROW. Therefore, coordination and permitting would be required from the County and the City for lane closures and encroachments on Nash Road. All work would comply with encroachment permit requirements obtained from both jurisdictions.

Two areas have been identified for possible construction staging areas: a portion of APN 021-050-021-0 and/or a portion of APN 021-050-013-0 in its northeast corner.

2.4.2 Traffic

During project construction, installation of the water pipelines along Nash Road would require temporary lane closures between the proposed connection point at Rancho Valenzuela and the Nash Road/Westside Boulevard intersection. The temporary lane closures would be coordinated with the County and the City. The public would be notified of temporary lane closures two weeks before the start of construction by electronic construction signs installed on Nash Road at each end of the project limits. Construction area signs would be installed to ensure safe and organized traffic flow through the project site. Full road closures and detours would not be needed for the proposed project. A Construction Traffic Management Plan would be prepared for the proposed project detailing lane closure requirements and notification to the public.

2.4.3 Utility Relocation

No relocation of existing utilities would occur for the project, beyond the upgrades to the existing VWS.

2.4.4 Vegetation Removal

The proposed project would be confined to a small portion of Rancho Valenzuela and the existing Nash Road ROW. Thus, minimal vegetation clearing or grubbing would be required. Where trees extend into the Nash Road ROW, trimming would occur, as necessary, in compliance with County or City policies and regulations.

2.4.5 Construction Activities

Table 2-2 provides a description of the type of equipment likely to be used during the construction of the proposed project.

Table 2-2. Construction Equipment

EQUIPMENT	CONSTRUCTION PURPOSE
Hydraulic hammer	Demolition
Hoe ram	Demolition
Jack hammer	Demolition

EQUIPMENT	CONSTRUCTION PURPOSE
Water truck	Earthwork construction, dust control
Bulldozer/loader/trencher	Earthwork construction, clearing and grubbing, maneuvering water pipelines, moving fill
Haul truck	Earthwork construction, clearing and grubbing
Front-end loader	Dirt or gravel manipulation
Grader	Ground grading and leveling
Dump truck	Fill material delivery
Bobcat	Fill distribution
Excavator	Soil manipulation and placement of rock slope protection
Compaction equipment	Earthwork
Roller/compactor	Earthwork and asphalt concrete construction
Backhoe	Soil manipulation, drainage work
Holding tanks	Slurry storage for pile installation
Concrete truck and pump	Placing concrete
Paver	Asphalt concrete construction
Generators	Hand tool powering
Welder	To weld waterline pipes/fittings together.

2.4.6 Construction Schedule and Timing

Construction of the proposed project is anticipated to begin in Spring 2026 and would last approximately eight months.

2.5 Permits and Approvals Needed

The following permits, reviews, and approvals, shown in Table 2-3, are required for proposed project implementation.

Table 2-3. Permits and Approvals Needed

AGENCY	PERMIT/APPROVAL	STATUS/TIMING
State Water Resources Control Board, Central Coast Regional Water Quality Control Board	National Pollutant Discharge Elimination System (NPDES) Construction General Permit, NPDES General Permit for Discharges of Groundwater from Construction	Application follows approval of CEQA IS/MND and final design.
County of San Benito	Encroachment Permit	Application follows approval of CEQA IS/MND.
City of Hollister	Encroachment Permit	Application follows approval of CEQA IS/MND.
City of Hollister	Approval of the CEQA IS/MND and the project.	Follows public circulation of CEQA IS/MND.

3. Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ 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
☐ Recreation	☐ Transportation	☒ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

3.1 Determination

On the basis of this initial study:

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

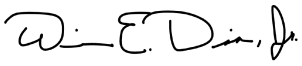
☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An

ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

NAME (PRINT)	DATE
William Via	01/08/2025
SIGNATURE	**FOR**
	

4. Evaluation of Environmental Impacts

This section of the IS/MND evaluates the potential effects on the physical environment from the implementation of the proposed project. This analysis has been prepared to determine whether any of the conditions in the CEQA Guidelines Section 15162 would occur as a result of project implementation.

The following resources are not discussed further in this IS/MND because the proposed project would result in negligible physical effects and would not cause significant impacts to the following resources:

- **Agricultural and Forestry Resources:** According to the most current Farmland Mapping and Monitoring Data for San Benito County, the project site is designated as Other Land, Grazing Land, and Urban and Built-Up Land. The land adjacent to the proposed project under the County's jurisdiction is zoned Agricultural Productive and Rural Residential and within the City is zoned Open Space and High Density Residential. None of the land within or surrounding the project site is under a Williamson Act Contract. The proposed project would occur entirely within Rancho Valenzuela and existing Nash Road ROW. Therefore, implementation of the proposed project would have no impact on agricultural and forestry resources.
- **Energy:** During construction, equipment utilizing energy sources such as fuel and electricity would be required; however, the amount of overall energy used during project construction activities would be negligible and adequate supply of energy is available. Energy consumption during construction would be temporary and would cease upon the completion of the proposed project. Construction equipment would operate using best management practices (BMPs) that limit idling times and require equipment to meet current standards for energy conservation. The City's water system would provide water supplies from the City public water system connection to laterals that would provide Rancho Valenzuela with potable and fire suppression water supplies. Well pumps and pumps associated with the existing system would no longer be needed. The City's water system uses a pumping system to keep the water lines pressurized; however, the proposed project would not significantly increase the amount of energy needed to supply water under the pressurized system. For these reasons, no impact would occur to energy resources with implementation of the proposed project.
- **Land Use Planning:** The entirety of the proposed project would be mostly underground, within Rancho Valenzuela and existing Nash Road ROW, except for the portion that would be attached to the Nash Road Bridge over the San Benito River. Temporary lane closures along Nash Road would be needed; however, access through the proposed project would be maintained throughout the duration of construction. Additionally, access to businesses and residences

along Nash Road would also be maintained during project construction activities. With implementation of the proposed project, no impact would occur to land use and planning.

- **Mineral Resources:** The San Benito County General Plan Background Report identifies the project site as located in an area designated as a Mineral Resource Zone (MRZ) 1 and 2. MRZ-1 is defined as areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources. MRZ-2 is defined as areas underlain by mineral deposits where adequate information indicates that significant mineral deposits are present or where it is judged that a high likelihood exists for their presence. SBS Concrete Aggregate Supplies, located at 1060 Nash Road, owns parcels immediately north and south of the eastern end of the project site. The company supplies aggregate supplies from this location and six other locations; however, aggregate mining does not occur at this location. SBS Concrete Aggregate Supplies uses their Hidden Canyon Quarry, located approximately 34 miles southeast of the project site to supply their seven locations. Implementation of the proposed project would occur within Rancho Valenzuela and the existing Nash Road ROW, both of which are heavily disturbed and are not areas where existing or past mining for mineral resources occur. The proposed project would not affect the aggregate mining at Hidden Canyon Quarry that supplies SBS Concrete Aggregate Supplies with their for-sale aggregate product. While construction would occur along Nash Road, the road would remain open during construction and access to SBS Concrete Aggregate Supplies would remain available throughout construction activities. Upon construction completion, Nash Road would be fully open, and the water pipelines would be underground. Thus, no impacts would occur to mineral resources due to project implementation.
- **Population and Housing:** The proposed project would not directly or indirectly induce unplanned population growth because the connection to the City's water system has been considered in the City's water supply for the existing Rancho Valenzuela. No new residential units would be developed as a result of the proposed project. Furthermore, the proposed project would not require the demolition of existing residential units nor the displacement of existing population in the project area. No impacts would occur pertaining to population and housing.
- **Recreation:** Development or improvements of parks and recreational facilities are not part of the proposed project. Construction workers would be retained from the existing employment pool within the County, the City, or surrounding areas; therefore, they would not relocate to the project area. Thus, there would not be an increase in the use of park and recreation facilities in the project vicinity. The San Benito River in the project area provides passive recreational opportunities for the public. Implementation of the proposed project would not require the closure of the San Benito River, as the water pipelines would be attached to the existing Nash Road Bridge and work within the jurisdictional limits

of the San Benito River would not occur. No impacts to recreation would occur from the proposed project.

- **Wildfire:** According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is in a Local Responsibility Area (LRA) and is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ).The general hazards of fire as a result of the proposed project are discussed in Section 4.7 Hazards and Hazardous Materials and the effects of the proposed project on fire services and response times are discussed in Section 4.10 Public Services. No impacts associated with wildfire would occur with project implementation.

4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

Issues	Determination
a) Have a substantial adverse effect on a scenic vista?	Less Than Significant Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less Than Significant Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	No Impact

4.1.1 Setting

Visual character is a description (not evaluation) of a site, and includes attributes such as form, line, color, and texture. Visual quality is the intrinsic appeal of a landscape or scene due to the combination of natural and built features in the landscape, and this analysis rates visual quality as high, moderate, or low. Visual sensitivity is the level of interest or concern that the public has for maintaining the visual quality of a particular aesthetic resource and is a measure of how noticeable proposed changes might be in a particular scene and is based on the overall clarity, distance, and relative dominance of the proposed changes in the view, as well as the duration that a particular view could be seen.

The existing VWS on Rancho Valenzuela is composed of two steel (white painted) water tanks approximately 25 feet tall and a well pump enclosed in a fenced area approximately 975 square feet in size. Water infrastructure (piping and laterals) serving residential units at Rancho Valenzuela are undergrounded and not visible. The project site and surrounding area is topographically flat except where the San Benito River flows under the Nash Road Bridge. The San Benito River is approximately 22 feet below the surrounding topography. The project site and vicinity consist of Nash Road, the San Benito River, residential units on large lots, open space, large animal corrals, an aggregate sales business, and high-density residential units. The visual character of the project area can be described as rural residential, transitioning to open space and the San Benito River, and then transitioning to industrial and residential beyond within

the City boundary. There are no scenic vistas, there is a lack of dense natural vegetation, and the area is a transition zone from semi-rural (County) to urbanized land uses (City). The existing visual character and quality of the area is low and unremarkable because there are obstructed and distant views of the San Benito River and Gablian Range and there are no memorable topographical or vegetative features in the area.

4.1.1.1 Sensitive Viewers

There are two major types of viewer groups for the proposed project: roadway neighbors and roadway users. Roadway neighbors are people who have views to Nash Road which include residences north, south, and west of the project site in the County and residences northeast and east of the project site in the City. Roadway users are people who have views from the road including people traveling in motor-vehicles and bicyclists. Viewers sensitive to visual change generally include people residing or working near a project site.

4.1.1.2 Designated Scenic Highways

Caltrans, through their Scenic Highway Program, has designated State Route 156 (SR-156) as a scenic highway from one mile east of Castroville to U.S. Route 101 (US-101) near Prunedale, approximately 14 miles west of the project site. SR-156 is an eligible scenic highway, but is not officially designated, from SR-1 near Castroville to SR-152 northeast of Hollister; this eligible segment of SR-156 is approximately 2 miles west of the project site. The project site is not visible from SR-156. SR-25 is not officially designated as a California scenic highway; however, it is an eligible scenic highway between SR-198 north to SR-156 near Hollister. The segment of SR-25 is approximately 1.4 miles east of the project site. The project site is not visible from SR-25.

4.1.1.3 Designated Scenic Vistas and Resources

The County General Plan EIR and the City General Plan EIR consider agricultural land uses, rangeland, the San Benito River, the Gablian Range, and the Diablo Range as the major scenic resources in the area (EMC, 2015 and Hollister, 2005). The project site has views of the San Benito River (beneath the project site) and distant views of the Gablian Range (to the south).

4.1.2 Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

Construction activities occurring at the project site would be limited to Rancho Valenzuela and the existing Nash Road ROW where construction equipment would be used. Construction equipment may temporarily block views of the San Benito River and distant views of the Gablian Range for roadway users and neighbors; however, these areas are already partially blocked due to intervening rural-urban/urban uses and vegetation in the area. In addition, construction equipment would not be stationary the

entire time, as it moves along the roadway from Rancho Valenzuela to the Nash Road/Westside Boulevard intersection. Thus, project construction would not occur on a scenic vista. A less than significant impact would occur in this regard.

The proposed project would include abandonment of the existing VWS. If it is determined that abandonment requires removal of the two water tanks, water pump and perimeter fence on Rancho Valenzuela, this would slightly improve the partially obstructed views of the Gablian Range to the south from Rancho Valenzuela. Once construction is complete, and the proposed project is operational, all of the proposed project components would be undergrounded. Therefore, the proposed project would have a less than significant impact on views of the San Benito River or Gablian Range.

Overall, impacts would be less than significant, and no mitigation measures are required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Construction and operation of the proposed project would occur on Rancho Valenzuela property and within the Nash Road ROW. The project site is not located on a California scenic highway; the closest designated scenic highway is SR-156, located 14 miles west of the project site. The nearest eligible scenic highways are SR-25 and SR-156, 1.4 miles to the east and approximately 2 miles west of the project stie, respectively. Views of the project site are not available from either SR-25 or SR-156 due to the distance from the project site, intervening urban uses of the City, and topography of the area, which obstructs views. No impact would occur, and no mitigation measures are required.

c) Would the project, if it is located in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If located in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is in both a non-urbanized area of the County and in an urbanized portion of the City. Construction of the proposed project would occur on Rancho Valenzuela and within the Nash Road ROW. During construction, construction equipment, construction crews, piping and trenching would all be temporarily visible and would slightly degrade the existing visual character and quality of the area from the perspective of roadway neighbors and roadway users. Furthermore, construction equipment would be in the area temporarily for the construction period and would be removed once construction is complete. Vegetation removal and replacement would not be required in the project area; however, if any tree branches are overhanging the Nash Road ROW, they would be trimmed to ensure safety during construction equipment operation, if necessary. The two water tanks, pump and perimeter fence on Rancho Valenzuela would be abandoned as a potable water source. If it is determined that removal of the existing system is appropriate, this would benefit residents of Rancho

Valenzuela with slightly better views of the Gablian Range to the south. Because the existing visual character and quality of the area is low, and construction activities are temporary in nature, construction impacts would be less than significant and mitigation measures would not be required.

Once construction is complete, and the proposed project is operational, all project components would be undergrounded. Nash Road would be returned to pre-construction conditions once the proposed project is complete and operational. Therefore, the visual character and quality of views of the site and its surroundings would be similar to existing conditions. Overall, impacts would be less than significant and mitigation measures would not be required.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The construction equipment used for the proposed project could slightly increase ambient glare in the area; however, such equipment would be on site temporarily during the construction period (up to eight months). Construction activities are not anticipated to occur at night; therefore, new sources of light during nighttime would not occur during project construction. Components associated with the project would be completely undergrounded on Rancho Valenzuela and beneath the Nash Road ROW. Proposed project operations would not create a new source of substantial light or glare in the area. No impacts would occur, and no mitigation measures are needed.

4.1.3 References

California Department of Transportation (CALTRANS). 2024. Scenic Highways. Online: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways. Date Accessed: May 6, 2024.

City of Hollister, Development Services Department. 2005. Final Environmental Impact Report City of Hollister General Plan. Online: https://hollister.ca.gov/wp-content/uploads/2014/12/4GPFEIRSec4.6-4.9v2.pdf. Date Accessed: May 6, 2024.

EMC Planning Group, Inc. 2015. 2035 San Benito County General Plan Update 2015 Revised Draft Environmental Impact Report. Online: https://www.cosb.us/home/showpublisheddocument/1730/637205737511900000 Date Accessed: May 6, 2024.

4.2 Air Quality

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

Issues	Determination
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less Than Significant Impact
b) 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?	Less Than Significant Impact
c) Expose sensitive receptors to substantial pollutant concentrations?	Less Than Significant Impact
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less Than Significant Impact

4.2.1 Project Conditions

The following project conditions and BMPs applicable to reducing air quality emissions are considered features of and are incorporated into the design of the proposed project.

1. Prior to the issuance of a grading permit, a dust control plan shall be prepared by the construction contractor in accordance with Monterey Bay Air Resources District (MBARD) Rules. The dust control plan shall be submitted to the City for approval. The dust control plan shall use reasonable precautions to prevent dust emissions, which may include cessation of operations at times, cleanup, sweeping, applying water, compacting, enclosing, chemical or asphalt sealing, or other recommended actions by the MBARD.
2. Grading plans shall show the duration of construction. Ozone precursor emissions from construction equipment vehicles shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers specifications.
3. Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to, soil piles, graded areas, and construction staging areas.
4. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material to and from the project site.
5. Wet power vacuum street sweepers shall be used to remove any visible track out mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeper is prohibited.

6. Nash Road, where trenching occurs, shall be paved as soon as possible after trenching/grading has occurred, unless soil binders or steel plates covering trenches while work is not occurring are used.
7. The construction contractor shall minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [California Code of Regulations, Title 13, Section 2449(d)(3) and Section 2485]. Provide clear signage that posts this requirement for workers at the entrances to the site.
8. The construction contractor shall provide to the City current certificate(s) of compliance for California Air Resources Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation [California Code of Regulations, Title 13, Section 2449 and Section 2449.1].
9. The construction contractor shall maintain all construction equipment in proper working condition according to the manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before operating occurs at the project site.

4.2.2 Methods

4.2.2.1 Modeling

Construction emissions were modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.26. The model assumed that construction activities would last 8 months, the total project area would be 8.8 acres, total project length would be 0.51-mile long, and the maximum area disturbed per day would be 1 acre. It was assumed that one off-highway truck, one off-highway tractor, one tractor/loader/backhoe, and one trencher would be used during grading/excavation/trenching activities; one tractor/loader/backhoe, one trencher, and one welder would be used during utility installation; and one paver, one paving equipment, one roller, and one tractor/loader/backhoe would be used during paving activities. To model the worst-case scenario, the model included one off-highway truck, one off-highway tractor, and one crane would be used if abandonment of the VWS results in the need for the demolition of the two water tanks, pump, and perimeter fencing on Rancho Valenzuela. It was also assumed that all on-road equipment used for the proposed project would be year 2010 or newer models and all construction equipment would meet CARB Tier 4 requirements for some or all off-road equipment. See Appendix B for the projected construction emissions.

Operational air quality emissions for the proposed project were not modeled because no operational air quality emissions would result from water pipeline operations.

4.2.3 Setting

The proposed project is located partially within the North Central Coast Air Basin (NCCAB) which is solely comprised of the MBARD. MBARD encompasses Santa Cruz, San Benito, and Monterey Counties. Air quality districts are public health agencies

whose mission is to improve the health and quality of life for all residents through effective air quality management strategies.

The federal Clean Air Act (CAA) requires the USEPA to set National Ambient Air Quality Standards (NAAQS) for major pollutants that could be detrimental to the environment and human health. The California Ambient Air Quality Standards (CAAQS) are the California equivalent of the NAAQS. An air basin is in "attainment" (compliance) when the levels of the pollutant in that air basin are below NAAQS and CAAQS thresholds. Table 4.2-1 provides information on the NAAQS and Table 4.2-2 provides information on the CAAQS.

Table 4.2-1. NAAQS Thresholds

POLLUTANT		STANDARD TYPE	AVERAGING TIME	CONCENTRATION THRESHOLD	FORM
Carbon monoxide (CO)		Primary	8 hours	9 ppm	Not to be exceeded more than once per year
			1 hour	35 ppm	
Lead (Pb)		Primary and secondary	Rolling 3-month average	0.15 µg/m^3	Not to be exceeded
Nitrogen dioxide (NO_2)		Primary	1 hour	100 ppb	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
		Primary and secondary	1 year	53 ppb	Annual mean
Ozone (O_3)		Primary and secondary	8 hours	0.070 ppm	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
Particulate matter (PM)	$PM_{2.5}$	Primary	1 year	12.0 µg/m^3	Annual mean, averaged over 3 years
		Secondary	1 year	15.0 µg/m^3	Annual mean, averaged over 3 years
		Primary and secondary	24 hours	35 µg/m^3	98th percentile, averaged over 3 years
	PM_{10}	Primary and secondary	24 hours	150 µg/m^3	Not to be exceeded more than once per year on average over 3 years
Sulfur dioxide (SO_2)		Primary	1 hour	75 ppb	99th percentile of 1 hour daily maximum concentrations, averaged over 3 years
		Secondary	3 hours	0.5 ppm	Not to be exceeded more than once per year

Source: USEPA, 2017
Notes: ppm = parts per million; ppb = parts per billion; ug/m^3 = micrograms per cubic meter

POLLUTANT	STANDARD TYPE	AVERAGING TIME	CONCENTRATION THRESHOLD	FORM

(1) In areas designated nonattainment for the Pb standards prior to the promulgation of the current (2008) standards, and for which implementation plans to attain or maintain the current (2008) standards have not been submitted and approved, the previous standards (1.5 µg/m^3 as a calendar quarter average) also remain in effect.
(2) The level of the annual NO_2 standard is 0.053 ppm. It is shown here in terms of ppb for the purposes of clearer comparison to the 1-hour standard level.
(3) Final rule signed October 1, 2015, and effective December 28, 2015. The previous (2008) O_3 standards are not revoked and remain in effect for designated areas. Additionally, some areas may have certain continuing implementation obligations under the prior revoked 1-hour (1979) and 8-hour (1997) O_3 standards.
(4) The previous SO_2 standards (0.14 ppm 24-hour and 0.03 ppm annual) will additionally remain in effect in certain areas: (1) any area for which it is not yet 1 year since the effective date of designation under the current (2010) standards, and (2)any area for which an implementation plan providing for attainment of the current (2010) standard has not been submitted and approved and which is designated nonattainment under the previous SO_2 standards or is not meeting the requirements of a SIP call under the previous SO_2 standards (40 CFR 50.4(3)). A SIP call is an EPA action requiring a state to resubmit all or part of its SIP to demonstrate attainment of the required NAAQS.

Table 4.2-2. CAAQS Thresholds

POLLUTANT		AVERAGING TIME	CONCENTRATION THRESHOLD
Carbon monoxide (CO)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Lead (Pb)		1.5	0.15 µg/m^3
Nitrogen dioxide (NO_2)		1 hour	0.18 ppm
		Annual arithmetic mean	0.030 ppm
Ozone (O_3)		8 hours	0.09 ppm
		1 hour	0.070 ppm
Particulate matter (PM)	$PM_{2.5}$	Annual arithmetic mean	12.0 µg/m^3
	PM_{10}	24 hours	50 µg/m^3
		Annual arithmetic mean	20 µg/m^3
Sulfur dioxide (SO_2)		1 hour	0.25 ppm
		24 hours	0.04 ppm
Visibility reducing particles		9 hours	Extinction of 0.23 per kilometer
Sulfates		24 hours	25 µg/m^3
Hydrogen sulfide		1 hour	0.03 ppm
Vinyl chloride		24 hours	0.01 ppm

Source: CARB, 2016
Notes: ppm = parts per million; ppb = parts per billion; ug/m^3 = micrograms per cubic meter

Areas throughout California are classified as attainment or nonattainment for particular pollutants depending on if the NAAQS (federal) and CAAQS (State) are met. Emissions are classified under the following:

- **Unclassified:** A pollutant is designated unclassified if the data are incomplete and do not support a designation of attainment or nonattainment.
- **Attainment:** A pollutant is in attainment if the NAAQS or CAAQS for that pollutant was not violated at any site in the area during a three-year period.

- **Nonattainment:** A pollutant is in nonattainment if there was at least one violation of a NAAQS or CAAQS for that pollutant in the area.
- **Nonattainment/Transitional:** A subcategory of the nonattainment designation where the area is close to attaining the NAAQS or CAAQS for that pollutant.

The NCCAB is currently in federal attainment for all pollutants including Ozone (O_3), Suspended Particulate Matter (PM_{10} and $PM_{2.5}$), Carbon Monoxide (CO), Nitrogen Oxides (NO_2), Sulfur Dioxide (SO_2), and Lead (Pb). The NCCAB is currently in state nonattainment for O_3 and PM_{10} and in attainment for all other pollutants (MBARD, 2017).

Under the California Clean Air Act (CCAA), air districts are required to produce regional plans that outline strategies for air quality improvements within their air basin. The MBARD established emissions thresholds in their 2012-2015 Air Quality Management Plan (AQMP) that was adopted by the MBARD Board of Directors on March 15, 2017. MBARD considers a project's air quality impacts to be significant if the project violates any ambient air quality standard, contributes substantially to an existing or projected air quality violation, or exposes sensitive receptors to substantial pollutant concentrations. MBARD has developed and established construction and operation thresholds for different air pollutants, as shown in Table 4.2-3**.**

Table 4.2-3. MBARD Construction and Operation Air Pollutant Emissions Thresholds

AIR POLLUTANT	CONSTRUCTION THRESHOLD (LBS/DAY)	OPERATION THRESHOLD (LBS/DAY)
ROG	NA	137
CO	NA	550
NO_x	NA	137
SO_2	NA	150
PM_{10}	82	82
$PM_{2.5}$	NA	NA

Source: MBARD, 2017

Notes: N/A = Not Applicable. MBARD does not provide construction thresholds for pollutants other than PM_{10}. ROG = Reactive Organic Gases

4.2.4 Sensitive Receptors

Sensitive air quality receptors are usually populations such as the elderly, young children, those with respiratory conditions, and land uses where people congregate. The closest sensitive receptors to the project site are residential units along the north and south side of Nash Road between Riverside Road and the Nash Road Bridge and are as close as 50-feet from areas where project construction activities would occur. Other sensitive receptors in the project area include residential units on Rancho Valenzuela, residential units north of the Nash Road/Westside Boulevard intersection and a church, Iglesia De Dios (1001 Nash Road), southeast of the Nash Road/Westside Boulevard intersection.

4.2.5 Discussion

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project within the MBARD jurisdiction would conflict or obstruct the AQMP if it is inconsistent with the growth assumptions included in the 2012-2015 AQMP. The proposed project is not growth inducing as its purpose is to replace the existing VWS by connecting Rancho Valenzuela to the existing City's water system. The MBARD included the existing Rancho Valenzuela residential units in the AQMP, and no new units would be added as a result of this project. Thus, implementation of the proposed project is not inconsistent with the MBARD's 2012-2015 AQMP. No impacts would occur in this regard.

The primary source of air pollution would occur during project construction activities from construction vehicle emissions. The proposed project would adhere to MBARD's AQMP and would implement applicable project conditions and BMPs, as identified above in Section 4.2.1. All construction equipment would be maintained in a manner consistent with federal and State regulations applicable to off-road construction diesel equipment. Project construction would not conflict with or obstruct implementation of MBARD's AQMP as it would not violate any ambient air quality standards, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations (see discussion under Question b). Once construction is complete and the proposed project is operational, the water pipelines in Nash Road would provide potable and fire suppression water to Rancho Valenzuela. Operation of the proposed project would not generate air quality emissions. Thus, operation of the proposed project would not be inconsistent with MBARD's 2012-2015 AQMP. Impacts would be less than significant, and no mitigation measures are required.

b) Would the project 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?

The project site is in an area that is currently in State nonattainment for O_3 and PM_{10}. As discussed above, construction emissions were modeled using the CalEEMod Version 2022.1.1.26. Estimated criteria air pollutant maximum emissions generated by the proposed project's construction and applicable to MBARD emissions thresholds are summarized below in Table 4.2-4; see Appendix B, for the projected construction emissions model.

The proposed project would not generate pollutant emissions that would exceed MBARD thresholds; specifically, the threshold regarding $PM_{2.5}$ emissions. Air quality impacts related to construction would be temporary and would cease upon construction completion.

Table 4.2-4. Construction Emissions Predictions Summary

CONSTRUCTION	POLLUTANT (POUNDS PER DAY)				
	NO_X	ROG	PM_{10}	$PM_{2.5}$	CO
Total Construction Emissions (8-Month Period)	6.27	0.89	0.23	0.21	8.01
MBARD Significance Thresholds	NA	NA	82	NA	NA
Exceed MBARD Thresholds?	***N/A***	***N/A***	***No***	***N/A***	***N/A***

Source: Dewberry, 2023.

Therefore, with the compliance of federal, State, and local construction regulations, required permits, and incorporation of the project conditions and BMPs (Section 4.2.1), construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant during project construction.

As the proposed project involves installation of water pipelines to connect Rancho Valenzuela to the existing City's water system, the proposed project would not generate new permanent sources of air quality emissions. Upon completion, Nash Road would be returned to pre-project conditions. Therefore, the proposed project would not 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 standards during project operation. Both construction and operation impacts would be less than significant, and no mitigation measures are required.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

As discussed above, construction emissions would be below MBARD thresholds (specifically $PM_{2.5}$ emissions) and would be temporary in nature, only occurring during project construction activities. Sensitive receptors are located along Nash Road and are as close as 50-feet to construction activity locations. These sensitive receptors would be exposed to nominal pollutant emissions during project construction based on the modeling results presented above in Table 4.2-3. The generation of air quality emissions would not exceed MBARD $PM_{2.5}$ thresholds and project conditions and BMPs (Section 4.2.1) would be incorporated to further reduce air quality emissions during project construction. Therefore, with the compliance to federal, State, and local construction regulations, required permits, and incorporation of project conditions and BMPs (Section 4.2.1), construction of the proposed project would not result in an increase in pollutant emissions for sensitive receptors.

Once construction is complete and the proposed project is operational, the water pipelines in Nash Road would provide potable and fire suppression water to Rancho Valenzuela. Operation of the proposed project would not generate air quality emissions. Overall, construction and operation impacts would be less than significant, and no mitigation measures are required.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Construction activities at the project site could generate other emissions, including objectionable odors, from tailpipe diesel emissions and from the laying of new asphalt. Other emissions, including odors, would be temporary and limited to the area adjacent to the construction operations. Sensitive receptors are located at Rancho Valenzuela, along Nash Road, and to the northeast and southeast of the Nash Road/Westside Boulevard intersection where the proposed project would tie into the existing City's water system. Construction odors and other emissions would be temporary in nature, ending upon proposed project completion; therefore, the proposed project would not result in other emissions that would adversely affect a substantial number of people or sensitive receptors in close proximity to the proposed project. The proposed project would not change the operations of Nash Road, the Nash Road Bridge over the San Benito River, or the Nash Road/Westside Boulevard intersection; thus, odors and other emissions upon proposed project completion would be similar to existing conditions. Overall, construction and operation impacts would be less than significant, and no mitigation measures are required.

4.2.6 References

California Air Resources Board (CARB). 2024. California Map for Local Air District Websites. Online: https://ww2.arb.ca.gov/california-map-local-air-district-websites. Date Accessed: March 6, 2024.

California Air Resources Board (CARB). 2021. Maps of State and Federal Area Designations. Online: https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations. Date Accessed: March 6, 2024.

Monterey Bay Air Resources District (MBARD). March 15, 2017. 2012-2015 Air Quality Management Plan. Online: https://www.mbard.org/files/6632732f5/2012-2015-AQMP_FINAL.pdf. Date Accessed: May 6, 2024.

SMAQMD. 2018. Road Construction Emissions Model, Version 9.0.0. Online: https://www.airquality.org/businesses/ceqa-land-use-planning/ceqa-guidance-tools. Date Accessed: March 7, 2024.

4.3 Biological Resources

Would the project:

Issues	Determination
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	No Impact
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less Than Significant Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	No Impact

4.3.1 Project Conditions

The following project conditions and BMPs applicable to reducing construction effects to nesting birds are considered features of and are incorporated into the design of the proposed project.

1. If construction activities commence during or extend into the bird nesting season (February 1 to August 30), the construction contractor shall follow construction standards during nesting season, such as conducting a preconstruction nesting survey completed by a qualified biologist retained by the City. If active nests (i.e., presence of eggs and/or chicks) are observed in areas that could be directly or

indirectly disturbed (including noise disturbances), a temporary, species-appropriate no-disturbance buffer would be created around the nest sufficient to reasonably expect that breeding/nesting would not be disrupted. No work would occur inside the buffer. The size of the buffer would be determined by the retained biologist, by taking into account factors including, but not limited to, noise and human disturbance around the nest, the distance and amount of vegetation or other screening, and the sensitivity of the nesting bird species considering topography.

4.3.2 Methods

4.3.2.1 Record Searches

Biological resource data and information for the proposed project was obtained from federal and State agencies. The following databases were reviewed:

- Review of the USGS 7.5-minute topographic quadrangle for Watsonville East, CA (USGS, 2023).
- Review of color aerial photography for vegetative, topographic, and hydrologic signatures.
- Review of the Custom Soil Resource Report for San Benito County, California (NRCS, 2023) for information about soils and geomorphology.
- Review of the California Natural Diversity Database (CNDDB) Rarefind 5 online program.
- Review of the California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants (online edition online edition, v9.5).
- Review of the United States Fish and Wildlife Service (USFWS) IPaC Trust Resources Report (2024) species that may occur in the project location, and/or may be affected by the proposed project.

4.3.2.2 Field Surveys

A field survey was conducted within the project area on February 28, 2023, by Dewberry biologist Noelle Tamas to determine the habitats present and to determine if special-status wildlife and plant species occur on the site.

4.3.3 Setting

Topography in the project area is generally flat with an elevation of approximately 287 feet above mean sea level (amsl). The topography in the surrounding areas is characterized by steep, mountainous terrain.

4.3.3.1 Vegetation Communities and Land Uses

Vegetation communities in the project site were classified in accordance with the Manual of California Vegetation Online version (2024), as appropriate. The project site

includes developed areas and ruderal vegetation communities. Vegetation communities and land uses are shown in Figure 4.3-1 (see Appendix A) and summarized in Table 4.3-1.

Table 4.3-1. Vegetation Communities

VEGETATION COMMUNITY / LAND USES	ACRES
Ruderal	1.3
Developed	7.5
TOTAL	**8.8**

Source: Dewberry, 2024

4.3.3.1.1 Ruderal

Ruderal areas include grasslands composed of mustards and other forb patches along the west side of Nash Road, as well as the southwestern end of the project site. The project site is composed of 1.3 acres of ruderal vegetation communities.

4.3.3.1.2 Developed

Developed areas include Rancho Valenzuela and Nash Road, as well as a dirt lot on the north end of the project site where construction staging is proposed. There are 7.5 acres of developed land within the project site.

4.3.3.2 Special-Status Wildlife and Plant Species

A review of the CNDDB identified 16 special-status wildlife species and a review of the CNPS identified 11 special-status plant species in the Hollister quadrangle that could potentially occur in the project area (see Appendix C).

4.3.3.3 Aquatic Resources

The San Benito River is located 22-feet under the Nash Road Bridge, which is above the jurisdictional limits of the river. Therefore, the San Benito River is outside the proposed project boundaries. No aquatic features occur within the project site.

4.3.3.4 Field Survey Results

During the field survey, swallow nests were observed under the Nash Road Bridge over the San Benito River. None of the 27 special-status wildlife and plant species were observed on the project site during the field visit.

4.3.3.5 Movement Corridors

Wildlife movement corridors link areas of suitable wildlife habitat that may otherwise be separated by rugged terrain, changes in vegetation, and/or areas of human disturbance or urban development. Topography and other natural factors, in combination with urbanization, can fragment or separate large open-space areas. The fragmentation of natural habitat creates isolated “islands” of habitat that may not provide sufficient area to accommodate sustainable populations and can adversely impact genetic and species diversity. Movement corridors mitigate the effects of this fragmentation by allowing

animals to move between remaining habitats, which in turn allows depleted populations to be replenished and promotes genetic exchange between separate populations. There are no wildlife movement corridors within the project site. The jurisdictional limits of the San Benito River, 22 feet below the Nash Road Bridge, could be used by wildlife as a movement corridor. However, the jurisdictional limits of the San Benito River are not within the project site.

4.3.4 Discussion

a) Would the project 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 Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?

The proposed project is located in a built environment with few areas of undeveloped land. The high level of disturbance associated with the land uses results in the project site being of overall low value to wildlife. No candidate, sensitive, or special status wildlife or plant species were observed in the project area during field observations. No habitat supporting special-status wildlife and plant species was observed on the project site as 80 percent of the site is urbanized land use and 20 percent of the site is occupied by non-supportive ruderal vegetation. No impact would occur, and no mitigation measures are required.

b) Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

The proposed project is located in a largely developed area, with few open space areas. There is no riparian habitat within the project site. As mentioned above, the San Benito River is located 22 feet below the Nash Road Bridge. The proposed project's water pipelines would be attached to the north side of the Nash Road Bridge and therefore would be outside of the jurisdictional limits of the San Benito River. No work is proposed within the jurisdictional limits of the San Benito River. Thus, no impact would occur, and no mitigation measures are required.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No aquatic resources occur within the project area. The project site does not contain federal or State protected wetlands; therefore, the proposed project would not have a substantial adverse effect on federal or State protected wetlands. No impact would occur, and no mitigation measures are required.

d) Would the project 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?

The general setting of the project area is largely developed land, and the project site does not contain any features commonly associated with wildlife or fish movement (waterways, arroyos, ridgelines, etc.). The San Benito River is 22 feet below the Nash Road Bridge and may act as a wildlife corridor; however, the water pipelines would be attached to the north side of the Nash Road Bridge. Proposed project work would not occur within the jurisdictional limits of the river, as discussed above. The proposed project would not substantially remove, degrade, or otherwise interfere with the structure or function of a wildlife movement corridor.

Trees and vegetation that could be used by birds for nesting are located adjacent to Nash Road. Although tree removal is not required for the proposed project, overhanging vegetation may be trimmed for safety purposes during construction activities. To avoid disturbance to nesting birds during project construction activities or physical tree and vegetation trimming, pursuant to the Migratory Bird Treaty Act (MBTA), the project conditions and BMPs identified above in Section 4.3.1 would be incorporated as part of the project design.

Overall, implementation of the proposed project would not interfere substantially with wildlife movement corridors or wildlife nursery sites (including nesting birds). Impacts would be less than significant, and no mitigation measures are required.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City does not have a tree preservation policy or ordinance but does have policies in the City General Plan protecting biological resources. The County Code of Ordinances, Chapter 25.07.018, establishes protections through a permitting process for eight-inch diameter-at-breast-height single-trunked or greater, ten-inch multi-trunked or greater, heritage, and landmark trees on lands zoned as residential in unincorporated areas of the County, unless the tree removals are part of a development project subject to CEQA. The proposed project is subject to CEQA, and tree removal is not proposed as part of this proposed project; therefore, this ordinance would not apply. For safety purposes, tree branches overhanging the project site would be trimmed consistent with County and City codes/policies. As no biological resources would be affected with implementation of the proposed project, no City or County policies protecting biological resources would be applicable. No impact would occur, and no mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Although the proposed project is located within the boundary of the San Benito County Habitat Conservation Plan (SBCHCP), it does not propose to permanently convert any large areas of wildlife habitat to developed land. The City does not have a Habitat Conservation Plan, Natural Community Conservation Plan or other approved conservation plan. The proposed project would impact approximately 1.7 acres of ruderal vegetation, and the proposed project would not impact any special status wildlife or plant species. The installation and operation of the water pipelines would not conflict with the SBCHCP. No impact would occur, and no mitigation measures are required.

4.3.5 References

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California Department of Fish and Wildlife (CDFW). 2024. California Natural Diversity Database (CNDDB) RareFind 5 internet application. Online: https://wildlife.ca.gov/Data/CNDDB. Date Accessed: January 30, 2024. Sacramento, CA.

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4.4 Cultural Resources

Would the project:

Issues	Determination
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	Less Than Significant Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less Than Significant Impact
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	Less Than Significant Impact

The information in this section is based on the *Cultural Resources Survey Report* prepared by Tremaine & Associates in August 2024 (Appendix D). An overview of the setting from a cultural context, including prehistory, ethnohistory, regional history (Spanish tenure, Mexican occupation, and American period) is provided in the *Cultural Resources Survey Report.* Some information from this study is considered confidential under the California Public Resources Code (PRC) and the Code of Federal Regulations (CFR) in compliance to the Freedom of Information Act and the California Public Records Act in order to protect the integrity of tribal cultural resources, and thus, would not be available to the public (7 PRC 21082.3 and 36 CFR 800.11).

4.4.1 Project Conditions

The following project conditions and BMPs applicable to reducing effects to Cultural Resources are considered features of and are incorporated into the design of the proposed project.

1) If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work shall halt within a 100-foot radius of the discovery. Depending on the nature of the find, a qualified professional archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for prehistoric or historic archaeology, shall be retained by the City, to evaluate the significance of the find, and shall have the authority to modify the no work radius as appropriate using professional judgement.

   If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City (lead agency). If the find is determined to be eligible for inclusion in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR), the lead agency shall consult on a finding of eligibility and implement appropriate treatment measures. Work

may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the site either: (1) is not eligible for the NRHP or CRHR; or (2) that the treatment measures have been completed to its satisfaction.

If the find includes human remains, or remains that are potentially human, the archaeologist shall ensure reasonable protection measures are taken to protect the discovery from disturbance pursuant to Assembly Bill 2641 (AB 2641). The archaeologist shall notify the San Benito County Coroner (in accordance with Section 7050.5 of the Health and Safety Code). The provisions for Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resource Code (PRC), and AB 2641 would be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, the Coroner shall notify the Native American Heritage Commission (NAHC), which then would designate a Native American Most Likely Descendant (MLD) for the project (Section 5097.98 of the PRC). The designated MLD would have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (Section 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they would not be further disturbed (Section 5097.98 of the PRC). This would also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agency, through consultation as appropriate, determines that the treatment measures have been completed to their satisfaction.

4.4.2 Methods

4.4.2.1 Record Searches

A records search request, 0.25-mile around the project site, was submitted to the Central California Information Center to determine if previous cultural resource inventories and previously recorded archaeological and/or architectural resources were prepared and discovered, respectively. Historic topographic maps of the project site and surroundings were also reviewed as part of the records search.

4.4.2.2 Field Survey

On February 23, 2023, a pedestrian survey of the project site was conducted by staff from Tremaine & Associates to determine the presence, if any, of cultural/historical resources within the project site. Shallow shovel tests/scrapes were taken along the length of the project site to ascertain the character of the soils.

4.4.3 Setting

A cultural resource includes archaeological and historic sites, architectural resources, and traditional cultural properties, as well as the physical evidence of past human activity on the landscape. Cultural resources, along with Native American and historic human remains and associated grave goods, must be considered under various federal, State, and local regulations, including CEQA and the National Historic Preservation Act of 1966. In general, any trace of human activity more than 50 years in age is required to be treated as a potential cultural resource.

A cultural resource that is listed in, or eligible for inclusion in, the California Register of Historical Resources (CRHR) is referred to as a historical resource. A resource may be eligible for inclusion in the CRHR if it:

a) is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
b) is associated with the lives of persons important in our past.
c) 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 values; or
d) has yielded, or may be likely to yield, information important in prehistory or history.

The State CEQA Guidelines also require consideration of unique and non-unique archaeological resources, as defined in PRC Section 21083.2(g). In addition to meeting the criteria for listing in the CRHR, cultural resources must retain enough of their historic character or integrity to be recognizable as a historical resource and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association (California Office of Historic Preservation, 1999:69–70).

4.4.3.1 Record Searches and Field Survey Results

The record search determined there were 10 previous studies conducted within the 0.25-mile buffer from the project site and no previously recorded cultural resources were identified in this area through these studies. Review of historic topographic maps of the area shows that the Nash Road Bridge over the San Benito River, a gravel pit to the proposed project's northwest, and several structures along the project site are historic resources (greater than 50 years old).

During the field survey, none of the shovel tests/scrapes revealed cultural materials. The tests generally showed that native alluvial soil is present, ranging from gravellier to more clay at different points, showing varying levels of inclusions and re-deposition from construction and road maintenance activities. No surface cultural materials were observed during the transect walks that occurred during the field survey.

4.4.4 Discussion

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

All construction activities would occur on Rancho Valenzuela and within the Nash Road ROW, and the water pipelines would be installed along the north side of the Nash Road Bridge over the San Benito River. Thus, soil within the riverbed would not be disturbed due to project implementation. As identified above, the Nash Road Bridge over the San Benito River, a gravel pit to the northwest of the project site, and several structures adjacent to the project site boundary are all outside of the direct impact area of the proposed project. The Nash Road Bridge, specifically, would not be altered due to project implementation, beyond attaching the water pipelines to the north side of the bridge. The potential for historic resources to be impacted is relatively low, given a general lack of historic activity within the proposed project limits. For these reasons, implementation of the proposed project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant, and no mitigation measures are required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The project site has been highly disturbed with urban uses and surface evidence of archaeological resources was not observed during the February 23, 2023 field survey. Although the area has been disturbed, the presence of alluvial soil and proximity to the San Benito River, results in the project area having a moderate potential for buried resources beneath the disturbed depth of initial and secondary deposition. Trenching at a minimum depth of four feet would occur within the Nash Road ROW to install the water pipelines connecting Rancho Valenzuela to the City's water system. The depth of trenching is not likely to penetrate previously undisturbed alluvial soil; however, if archaeological resources are unearthed, project conditions identified above in Section 4.4.1 would require construction activities to be halted to determine the status of such a find, in order to ensure that unknown archaeological resources that are accidentally unearthed are protected. Thus, the proposed project would not cause a substantial change in the significance of an archaeological resources pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant, and no mitigation measures are required.

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Trenching depths within the Nash Road ROW would be a minimum of four feet and anticipated to be confined to initial and secondary fill that has been previously used in developing Nash Road. The depth of trenching is not likely to penetrate previously

undisturbed alluvial soil; however, if previously unknown human remains are unearthed, project conditions identified above in Section 4.4.1 would require construction activities to be halted to determine the status of such a find to ensure that unknown human remains that are accidentally unearthed are protected (as applicable). Thus, the proposed project would not disturb any human remains, including those interred outside of dedicated cemeteries. Impacts would be less than significant, and no mitigation measures are required.

4.4.5 References

Tremaine & Associates, Inc. Draft Cultural Resources Survey Report Valenzuela Water Project. August 2024.

4.5 Geology and Soils

Would the project:

Issues	Determination
a) Directly or indirectly cause 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.	Less Than Significant Impact
ii) Strong seismic ground shaking?	Less Than Significant Impact
iii) Seismic-related ground failure, including liquefaction?	Less Than Significant Impact
iv) Landslides?	Less Than Significant Impact
b) Result in substantial soil erosion or the loss of topsoil?	Less Than Significant Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less Than Significant Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less Than Significant Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less Than Significant Impact

4.5.1 Project Conditions

The following project conditions and BMPs applicable to reducing effects to geology, soils, and paleontological resources are considered features of and are incorporated into the design of the proposed project.

1. The City shall prepare a Stormwater Pollution Prevention Plan System Permit (SWPPP) in compliance with the County's National Pollutant Discharge Elimination System (NPDES) Construction General Permit. The SWPPP is intended to minimize the amount of sediment and other pollutants associated with construction sites which are discharged in stormwater runoff. The SWPPP shall include BMPs for erosion control, such as but not limited to preventing runoff from unprotected slopes, keeping disturbed areas to a minimum, and installing check berms and desilting basins during construction activities.
2. Sediment and erosion control BMPs shall be implemented, including pollutant source control, protection of stockpiles, protection of slopes, protection of all disturbed areas, protection of site access points, and perimeter containment measures. The intent of the sediment and erosion control BMPs would be to prevent disturbed sediment from entering drainage conveyances, generating fugitive dust, or migrating onto properties adjacent to the ROW.
3. Construction safety BMPs such as shoring the trench where the water pipelines would be placed using plywood and other features shall occur during project construction activities. Shoring of the trench would ensure that soil collapse does not occur while construction crews are working in the trench.
4. If paleontological resources are discovered during earth-moving activities, the construction crew shall immediately cease work in the vicinity of the find and shall notify the City. The City shall retain a qualified paleontologist to evaluate the resource and prepare a proposed mitigation plan in accordance with the 1995 Society of Vertebrate Paleontology guidelines. The proposed mitigation plan may include a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.

4.5.2 Setting

4.5.2.1 Geology and Soils

The County, including the City, is located within the Coastal Ranges Geomorphic Province and the north central portion of the County is relatively flat due to the San Juan, Hollister, and Santa Ana Valleys. The alluvium underlaying these valleys results in fertile land supporting extensive agricultural activities surrounded by the mountains of the Diablo Range to the east and the Gablian Range to the west. Soils within the County consist of eleven associations classified into the following two groups: 1) soils of

terraces, alluvial fans, and floodplains; and 2) soils of upland areas. The project site is located within the area of terraces, alluvial fans, and floodplains.

The near surface geology of the Hollister Valley, where the proposed project is located, consists of 10,000-year-old Holocene alluvium, which attains thickness as deep as 250 feet. Beyond this depth, the geologic units consist of Pliocene/Pleistocene San Benito Gravels and Santa Clara Formation, the Pliocene Purisima Formation, which ranges in age from 24.5 million to 500,000 years before present, and the Mesozoic basement rocks of the Franciscan Formation, which are older than 65 million years. The San Benito Gravel, which underlays the Holocene alluvium only in the Hollister Valley, attains thickness of up to 1,400 feet, with surface exposures existing to the east and southwest of the City.

According to the Soil Survey of San Benito County prepared by the United States Department of Agriculture Natural Resources Conservation Service, the project site is underlain by four types of soils that are summarized below (USDA, 1969):

- **Metz gravelly sandy loam, 0 to 2 percent slopes (MgA):** This soil's surface layer is gravelly, and it occurs on bottoms along large drainageways, and it is occasionally flooded. This soil is used for irrigated apricots, walnuts, tomatoes and vegetables. This soil has a low shrink-swell potential.
- **Riverwash (Rw):** This consists of the coarse-textured materials-sands and gravels that occur in the beds of large streams. The materials are generally covered by flowing water during the rainy season, which results in scouring and deposition. Many areas have little or no vegetation but some of the sandier, less gravelly areas are covered by grass, forbs, brush, willows, and cotton- woods. In general, these areas have little or no use for farming, though at times a few areas furnish limited grazing. A few areas on the larger streams are used for commercial production of sand and gravel.
- **Metz sandy loam, 0 to 2 percent slopes (MeA):** This soil occurs along major drainageways and is occasionally flooded. Permeability of this soil is rapid, runoff is very slow, and the hazard of erosion is slight to none. This soil is used for irrigated fruits, nuts, vegetables, row crops, field crops, dryland grain, and incidental pasture. This soil has a low shrink-swell potential.
- **Sorrento silt loam, 0 to 2 percent slopes (SnA):** This soil occurs in small to medium-size areas along the larger drainageways. Slopes dominantly range from 3 to 5 percent. In places this soil is subject to occasional flooding. Runoff is slow to medium, and. the hazard of erosion is slight to moderate. This soil is used for irrigated fruits and nuts, grapes, sugar beets, alfalfa, and vegetables and for dryland grain and incidental pasture. This soil has a moderate shrink-swell potential.

4.5.2.1.1 Seismicity and Seismic Related Affects

The project site is not located within an Alquist-Priolo Earthquake Fault Zone (APEFZ) and is not located on a known fault. The nearest fault is the Calaveras Fault, located

approximately 0.48 mile east of the proposed project (bisecting downtown Hollister). The Calaveras Fault is a historically active major strike-slip fault that is part of the larger San Andreas Fault System and is an Alquist-Priolo Earthquake Fault Zone stretching 94 miles from the San Ramon area to southeast of the City. Rupture of the Calaveras Fault was last reported in 1897 during a magnitude 6.3 earthquake (San Benito County, 2015). The potential for seismic ground shaking in California is expected. Most of the County is located in Seismic Zone 4 and parts of the eastern half of the County are located in Zone 3. Zone 4 is the highest risk area and Zone 3 is the next highest risk area. Shaking is expressed as the Peak Ground Acceleration (PGA) measured as a percentage (or fraction) of acceleration due to gravity (%g) from ground motion that has a 10 percent probability of being exceeded in 50 years. PGA in the County ranges from 30 percent to greater than 80 percent of g (g is acceleration due to gravity, 32.2 ft/sec^2). According to the USGS, the project site has the potential to be exposed to a PGA of 90 percent of g (USGS, 2024).

4.5.2.1.2 Slope Stability and Subsidence

Slope instability can result in the movement of material down a slope or gradient. Instability can result in a sudden release of material moving rapidly down a hillside. When the moving material consists only of rocks, the phenomenon is known as a rock fall. Slope instability can also result in the gradual movement of a material down a slope in a process known as a landslide. Landslides are usually characterized by little, or no deformation of the soil structure associated with the movement. When significant amounts of water are present, the rock and sediment can form rapidly moving slurry known as a debris flow (San Benito County, 2015). The project site is located in a relatively flat area where low probability of a landslide or soil instability would occur. During stormy weather, debris flow may increase within the San Benito River, running beneath the project site.

Subsidence occurs when a large land area settles due to over saturation or extensive withdrawal of ground water, oil, or natural gas. Areas susceptible to subsidence are typically composed of open textured soils that become saturated. These areas are usually composed of soils with high silt or clay content. Subsidence as a result of ground water mining has not been well documented within the County. The project site is not in a location susceptible to subsidence.

4.5.2.1.3 Liquefaction

Seismic ground shaking can result in a great deal of soil compaction and settlement. If the sediments that compact during an earthquake are saturated, water from voids is forced to the ground surface where it emerges in the form of mud spouts or sand boils. If the soil liquefies in this manner (liquefaction), it loses its supporting structure, resulting in a condition where buildings and other constructed facilities could settle into the ground (San Benito County, 2015). Liquefaction has been reported for historical earthquakes in the County near the City. Risk of liquefaction is considered highest near Quaternary alluvial deposits in the County, where soil saturation is close to the surface. Although no specific liquefaction hazard areas have been delineated in the County, the potential is considered throughout areas where unconsolidated sediments and a high

water table coincide (San Benito County, 2015). The project site is underlain by Quaternary alluvium and marine deposits; therefore, it is assumed that there is some potential for liquefaction to occur during a seismic event.

4.5.2.2 Paleontological Setting

Paleontological resources are the fossilized evidence of organisms preserved in the geologic (rock) record. Fossils are considered nonrenewable resources that are protected by federal, State, and local environmental laws and regulations. Sedimentary rocks, and some volcanic and metamorphic rocks, have potential to yield significant fossiliferous deposits. The potential paleontological importance of an area can be assessed by identifying if the rock units are Pleistocene or older (older than 11,000 years) sedimentary deposits within the underlying landform. Based off rock units' potential for having significant paleontological resources, the following standard ratings are applied:

- **High Potential:** Rock units in which vertebrate or significant invertebrate, plant, or trace fossils have been previously recovered and rock units that include sedimentary formations, low-grade metamorphic rocks, and volcaniclastic formations that are temporally (over 11,000 years old) and lithological suitable for fossil preservation.
- **Low Potential:** Rock units that have been previously determined by scientific consensus to have a low probability to yield significant paleontological resources.
- **No Potential:** Certain rock units have no potential to preserve organisms in the fossil record, such as high-grade metamorphic rocks, intrusive igneous rocks, and most volcanic rocks.
- **Undetermined Potential:** Unknown or undetermined sensitivity indicates that the rock unit has not been sufficiently studied or lacks good exposures to warrant a definitive rating.

Fossil sites have produced a range of plant and animal remains, found at many locations in the County, including Tumey Gulch, Griswold Hills, Lariaus Creek, San Carlos Creek, the Bolsa Valley, Tres Pinos Creek, and the San Benito River valley (San Benito County, 2015).

4.5.3 Discussion

a) Would the project directly or indirectly cause 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?

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

The project site is not located on an APEFZ or in an area where a known fault exists. The closest active fault is the Calaveras Fault, which bisects the downtown portion of the City, approximately 0.48 mile east of the project site. The project site is located in an area of California that is seismically active and prone to moderate-to-strong ground shaking, is located on soil that has a relatively low potential for liquefaction to occur and is located on topographically flat land that is not susceptible to landslides. The proposed project does not include the development of housing or uses occupied by people, and solely consists of the installation of water infrastructure to connect Rancho Valenzuela to the City's water system. Project construction would occur within the existing Nash Road ROW, which was previously disturbed when the road was originally developed. Construction crews would be on site temporarily during the eight-month construction period and shoring of trenches would occur reducing the risk of collapse should a seismic event occur. For these reasons, implementation of the proposed project would not include the risk of loss, injury or death involving a seismic event from a known fault on the site, due to being located on an APEFZ, or from being exposed to seismically induced landslides, ground-failure, or liquefaction. Impacts would be less than significant, and no mitigation measures are required.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Asphalt along Nash Road ROW would be broken up and removed exposing the road underbed and underlying soils. Trenching would occur to install the water pipelines within the soil and fill underlying Nash Road. During construction, project conditions and BMPs identified above in Section 4.5.1, would be incorporated as part of the project design to ensure soil erosion is minimal. Once the proposed project is operational, Nash Road would be returned to pre-existing conditions and therefore would not result in soil erosion or loss of topsoil. Impacts would be less than significant, and no mitigation measures are required.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

As the project site is located on Rancho Valenzuela and within the Nash Road ROW on topographically flat land, the potential for on-or off-site landslides are minimal. Lateral spreading and subsidence of soil is not anticipated to occur within the project site as the soil underlying the proposed project is fill and is not composed of clay and silt. Unstable soils underneath the proposed project have already been replaced with road base when Nash Road was developed. During construction, trench spoils would be temporarily

stockpiled within the construction staging and storage area, then used to backfill the trench after water pipelines placement; backfilling would be conducted to meet proper compaction and shear strength requirements. As described above, the project site is located in an area that may be susceptible to liquefaction. Design features compliant with the California Building Code (i.e., compacting soils around the water pipelines) would be included in project construction to reduce potential effects from liquefaction occurring. It should be noted, the greatest potential for liquefaction to occur is within the bed of the San Benito River. The project proposes to cross the San Benito River by attaching the water pipelines to the north side of the Nash Road Bridge crossing the San Benito River, thus, no work would occur within the jurisdictional limits of the riverbed. Techniques, such as trench shoring, would also be used during project construction to ensure that collapse does not occur and injure construction crews. Overall, implementation of the proposed project would not be located on a geologic unit or soil that would generate or be susceptible to on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse. Impacts would be less than significant, and no mitigation measures are required.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The soils underlying the project site have low to moderate potential for expansion (swell-shrink) as described above. The proposed project includes installation of water pipelines connecting Rancho Valenzuela to the existing City's water system, therefore, direct or indirect risks to life or property would not occur due to being in an area with low to moderate soils expansion potential. During trenching activities, construction workers would utilize shoring, to ensure that soil remains in place and does not result in collapse or expansion that could injure construction workers. Overall, impacts would be less than significant, and no mitigation measures are required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

The proposed project does not include the installation of septic tanks or alternative wastewater disposal systems, and solely consists of the installation of water infrastructure to connect Rancho Valenzuela to the City's water system. Therefore, no impact would occur, and no mitigation measures are required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed project is located on Quaternary alluvium and marine deposits, a Pleistocene-Holocene age geologic formation made up of alluvium, lake, playa, and terrace deposits; unconsolidated and semi-consolidated (CGS, 2023). A search of the University of California Museum of Paleontology localities identified 493 paleontological resources in San Benito County (UCMP, 2023). Most of the fossils in the County are

from the Tertiary or Cretaceous epoch, approximately 144 million to 1.8 million years ago (MYA). Given that construction activities associated with the proposed project would occur on Rancho Valenzuela and within the existing Nash Road ROW which are disturbed areas to the depth of the proposed project, it is unlikely that the proposed project would reach undisturbed soils. Thus, it is unlikely that significant paleontological resources would be encountered. While the project site is considered to have low sensitivity for paleontological resources, there is the possibility of inadvertent discovery of unknown fossils during ground disturbing construction activities, such as trenching. The project conditions and BMPs, identified in Section 4.5.1, are design features of the proposed project that would protect paleontological resources if they were discovered during project construction activities. Thus, implementation of the proposed project would not directly or indirectly destroy a unique paleontological resources or site or unique geologic features. Impacts would be less than significant, and no mitigation measures are required.

4.5.4 References

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4.6 Greenhouse Gas Emissions

Would the project:

Issues	Determination
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less Than Significant Impact
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less Than Significant Impact

4.6.1 Project Conditions

The project conditions and BMPs identified in Section 4.2 Air Quality of this IS/MND are applicable.

4.6.2 Methods

4.6.2.1 Modeling

Construction emissions were modeled using CalEEMod Version 2022.1.1.26. The model assumed that construction would last 8 months, the total project area would be 8.8 acres, 0.51-mile long, and the maximum area disturbed per day would be 1 acre. It was assumed that one off-highway truck, one off-highway tractor, one tractor/loader/backhoe, and one trencher would be used during grading/excavation activities; one tractor/loader/backhoe, one trencher, and one welder would be used during utility installation; and one paver, one paving equipment, one roller, and one tractor/loader/backhoe would be used during paving activities. To model the worst-case scenario, the model included one off-highway truck, one off-highway tractor, and one crane would be used if abandonment of the VWS results in the need for the demolition of the two water tanks, pump, and perimeter fencing on Rancho Valenzuela. It was also assumed that all on-road equipment used for the proposed project would be year 2010 or newer models and all construction equipment would meet CARB Tier 4 requirements for some or all off-road equipment (See Appendix B). Since construction emissions occur for a limited period of a project's lifetime, as standard practice, GHG emissions from construction are amortized over a presumed project lifetime; in this case, 30 years.

Operational GHG emissions were not modeled because no operational GHG emissions would result from water pipeline operations would occur.

4.6.3 Setting

The earth's atmosphere naturally contains compounds collectively referred to as GHGs, including Carbon Dioxide (CO_2), Methane (CH_4), Nitrous Oxide (N_2O), and Fluorinated Gases (F-gases). These emissions trap solar radiation and the earth's own radiation,

preventing it from passing through the earth's atmosphere and into space. GHGs are vital to life on earth; however, increasing GHG concentrations are causing an increase in average global temperatures.

CO_2, CH_4, and N_2O trap solar radiation and the earth's own radiation in the atmosphere, preventing it from passing through the earth's atmosphere and into space. In general, CH_4 has 21 times the warming potential of CO_2, and N_2O has 310 times the warming potential of CO_2. Carbon Dioxide Equivalent (CO_2e) represents CO_2 plus the additional warming potential from CH_4 and N_2O. The common unit of measurement for CO_2e is metric tons of CO_2e ($MTCO_2e$).

As the average temperature of the earth increases, climate patterns may be effected, including changes in precipitation patterns, accumulation of snowpack, and intensity and duration of spring snowmelt, as well as increased in intensity in low precipitation and droughts. Human-made GHG emissions occur primarily through the combustion of fuels, mainly associated with transportation, residential energy, and agriculture.

California's primary legislation for reducing GHG emissions is the California Global Warming Solutions Act (AB 32), which set a goal for the State to reduce GHG emissions to 80 percent of 1990 emission levels by 2050. The CARB, among other State agencies, has enacted regulations in order to achieve these targets. In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 21.7 percent from the State's projected 2020 CO_2e emission levels under a business-as-usual scenario (CARB, 2008). In November 2017, CARB adopted the second update; the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update), laying out the framework for achieving the 2030 reductions as established in more recent legislation (CARB, 2017). The 2017 Scoping Plan Update identifies the GHG reductions needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030. CARB released the final proposal for an updated climate action plan that drastically reduces fossil fuel dependence and slashes pollution on November 16, 2022; however, this plan has yet to be adopted (CARB, 2022).

As mentioned in Section 4.2, Air Quality, the project site is located in the NCCAB which is under the jurisdiction of MBARD. Neither the County nor MBARD have adopted a communitywide Climate Action Plan or other CEQA-compliant GHG reduction plans. However, other air districts within the State have recently adopted recommended CEQA significance thresholds for GHG emissions. For instance, on March 28, 2012, the San Luis Obispo Air Pollution Control District (SLOAPCD) approved thresholds of significance for the evaluation of project related increases of GHG emissions, and MBARD informally recommends the use of SLOAPCD GHG significance thresholds when analyzing generation during project construction and operational activities. The SLOAPCD's significance thresholds include both qualitative and quantitative threshold options. The SLOAPCD's qualitative threshold is consistent with the AB 32 Scoping Plan measures and goals and a quantitative bright-line annual threshold of 1,150 MTCO2e. Projects with GHG emissions that do not exceed the applicable threshold would be considered to have a less-than-significant impact on the environment and

would not be anticipated to conflict with AB 32 GHG emission reduction goals. Given that the MBARD has not yet adopted recommended GHG significance thresholds, the 1,150 $MTCO_2e$ threshold is relied upon for evaluation of the proposed project.

4.6.4 Discussion

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

GHG emissions associated with the proposed project would occur through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate combustion engines. Specifically, GHG emissions would occur over the short term from construction activities, such as demolition, site preparation, site trenching/grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction workers. During the construction of the proposed project, GHG emissions would vary daily as construction activity levels change.

The estimated GHG emissions resulting from the proposed project's construction would be a maximum of 2,011 pounds of CO_2e per day, totaling approximately 77.9 $MTCO_2e$ over an 8-month construction period, amortized over the lifetime of the proposed project (30 years) totaling 2.60 $MTCO_2e$ per year (Appendix B). Therefore, GHG emissions generated during project construction would not exceed the bright-line threshold of 1,150 $MTCO_2e$ per year established by SLOAPCD. The proposed project would implement project conditions and BMPs as outlined above in Section 4.2.1, Air Quality, which ensures emissions generated from diesel engines remain below the GHG emissions thresholds.

Once operational, the proposed project would not generate GHG emissions beyond what is currently being generated by the City's water system. Therefore, the proposed project would not create new demand for energy, alter any surrounding land use, or create new permanent sources of GHG emissions.

Overall, construction and operation of the proposed project would not directly or indirectly generate GHG emissions that may have a significant impact on the environment. Thus, impacts would be less than significant, and no mitigation measures are required.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed above, during construction, the proposed project is estimated to generate 2.60 $MTCO_2e$ per year over the 30-year life of the proposed project. This is below the bright-line annual threshold of 1,150 $MTCO_2e$ established by SLOAPCD. The proposed project, once operational, would not generate GHG emissions that exceed what is being generated under existing conditions. Project conditions and BMPs, as discussed in

Section 4.2.1, Air Quality, of this IS/MND would be incorporated as design features of the proposed project and would be consistent with requirements for GHG emission reduction techniques outlined in MBARD's AQMP. Thus, implementation of the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Impacts would be less than significant, and no mitigation measures are required.

4.6.5 References

Association of Monterey Bay Area Governments. 2022. "Moving Forward Monterey Bay 2045." June 2022. Online: https://www.ambag.org/sites/default/files/2022-05/AMBAG_MTP-SCS_Final_EntireDocument_PDFAA.pdf. Date Accessed: May 8, 2024.

California Air Resources Board (CARB). 2022. California releases final proposal for world-leading climate action plan. 2022. Online: https://ww2.arb.ca.gov/news/california-releases-final-2022-climate-scoping-plan-proposal. Date Accessed: May 8, 2024.

CARB. 2017. California's 2017 Climate Change Scoping Plan. Online: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf. Date Accessed May 8, 2024.

4.7 Hazards and Hazardous Materials

Would the project:

Issues	Determination
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less Than Significant Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less Than Significant with Mitigation Incorporated
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Less Than Significant Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less Than Significant Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	Less Than Significant Impact

4.7.1 Project Conditions

The following project conditions and BMPs applicable to reducing effects from hazards and hazardous materials are considered features of and are incorporated into the design of the proposed project.

1. Project conditions and BMPs identified in Sections 4.5.1 Geology and Soils, 4.8.1 Hydrology and Water Quality, and 4.10.1 Public Services of this IS/MND.
2. The construction contractor shall observe the provisions of the Worker's Compensation and Safety Laws of the State of California, Division V of the Labor

Code, and shall use all accepted and best safety practices for the public and contractor's employees.

3. The construction contractor shall amend their California Division of Occupational Safety and Health (CalOSHA) Injury and Illness Prevention Program to include discussion of unanticipated discovery of hazardous substances, including lead-based paint (LBP) and aerially deposited lead (ADL).
4. The construction contractor shall develop and implement a toxic materials control and spill response plan to regulate the use of hazardous materials, such as petroleum-based products used as fuel and lubricants for equipment and other potentially toxic materials associated with project construction.
5. During construction, the cleaning and refueling of equipment and vehicles shall occur only within a designated construction staging area.
6. An area void of vegetation shall be designated a smoking area for construction crew.
7. Fire extinguishers shall be located and easily accessible on the project site during project construction activities.
8. First-aid kits shall be located and readily available on the project site during project construction activities.

4.7.2 Methods

4.7.2.1 Record Searches

An *Environmental Database Resources, Inc. (EDR) Report* which includes certified Sanborn Maps, a GeoCheck radius map report, historic aerial photographs, and historical topographic maps, was obtained and used for analysis in this section. The EDR Report includes information from databases from various government records, such as Geotracker, National Priorities List, and EnviroStor, for information regarding the proposed project area (see Appendix D).

4.7.2.2 Field Surveys

An *Initial Site Assessment (ISA) Checklist* was prepared for the proposed project (refer to Appendix D). The ISA Checklist summarizes the field survey that was conducted on February 28, 2023, by Dewberry Engineering Inc.

4.7.3 Setting

The project site is located in a semi-rural area (County) that transitions to an urbanized area (City). Large lot residential parcels occupied by residential units and livestock are located to the north and south of Nash Road within the County. The San Benito River is located approximately 22 feet under Nash Road Bridge. An aggregate sale business (SBS Concrete Aggregate Supplies), timber milling use, and residential units are located at the northeast end of the project site.

There is little to no potential for naturally occurring asbestos (NOA) in the project site. The Geological Survey Map Sheet 59, which provides locations of potential NOA in California, shows the project site is not near any areas identified as containing ultramafic rocks that produce NOA. The closest NOA area is approximately 19 miles to the project site's southeast.

4.7.3.1 Record Search Results

Table 4.7-1 summarizes the results of the record search performed as part of the EDR Report.

Table 4.7-1. Database Summary

Database	Brief Database Description	Records Found	Radius Searched (one mile)
Federal Records			
NPL	Superfund	0	1
RCRA-LQG	RCRA Large Quantity Generator Database	0	1
RCRA-SQG	RCRA Small Quantity Generator Database	0	1
RGA LUST	Recovered Government Archive Leaking Underground Storage Tank	2	1
State and Tribal Records			
ENVIROSTOR	Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor	3	1
CHMIRS	California Hazardous Material Incident Report System	1	1
LUST (State and tribal)	Leaking Underground Storage Tank Database	3	1
CA FID UST	Facility Inventory Database Underground Storage Tanks	2	1
UST	Underground Storage Database	0	1
HIST UST	Historic Underground Storage Tanks Database	4	1
CORTESE		2	1

Database	Brief Database Description	Records Found	Radius Searched (one mile)
CUPA		5	1
Hist CORTESE	Historic Hazardous Waste and Substance Site List	1	1
HAZNET		2	1
MINES		1	1
Notify 65		1	1
AST	Above Ground Storage	2	1
SCH	School Property Evaluation Program	0	1
SWEEPS UST	Statewide Environmental Evaluation and Planning System	2	1
WDS		2	1
WDR		1	1
CIWQS		3	1
Other Environmental Records			
CERS	California Environmental Reporting System	2	1
CERS HAZ Waste	State Environmental Reporting System, Hazardous Waste	2	1
CERS Tanks	California Environmental Reporting System, Tanks	1	1
FINDS		3	1
ECHO		2	1
HAULERS	A listing of registered waste tire haulers	1	1
Toxic Pits	Toxic Pits Cleanup Act Sites	1	1
RCRA NonGen/NLR	Resource Conservation and Recovery Act Non-generators	3	1
	Total Records Found	**52**	

Source: EDR, 2024

Of the 52 records, 28 of the records identified are within 0.25-mile of the project site. The other 24 records are far enough from the project site that effects are not anticipated to occur.

Leaking underground storage tank (LUST) sites were identified within 0.25-mile of the project site; however, these incidents were contained and closed. The EDR Report

included a search for Recognized Environmental Conditions (RECs) that may adversely affect proposed project construction activities. RECs are defined by the American Society of Test and Materials (ASTM) Practice E 1527-05 as: “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment.” Based on the EDR Report and records review, no known hazardous waste sites or RECs have been identified in the project site. No spills or hazardous materials response events related to Polychlorinated biphenyls (PCBs) were identified by the EDR Report.

According to the EDR Report aerial photographs, the painted water tanks located on Rancho Valenzuela were installed after 1998; thus, lead based paint (LBP) would not be present on these project components. Nash Road (based on aerial photographs from the EDR Report) was built prior to 1978 and contains lane striping that may contain LBP. Due to the age of Nash Road, unpaved shoulders have the potential to contain Aerially Deposited Lead (ADL) generated by exhaust from vehicles using leaded fuel.

4.7.3.2 Field Survey Results

During the field survey, above ground tanks, utilities with transformers, and dumped tires were identified within the project site. Sulfur odors were present at the northern edge of the project site adjacent to the SBS Concrete Aggregate Supplies business. A notice was posted on fencing along Nash Road stating “Notice of Non-Abandonment of Surface Mining Operation.”

4.7.4 Discussion

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Hazardous materials that are typically used during construction include, but are not limited to, hydraulic oil, diesel fuel, grease, lubricants, solvents, and adhesives. Although equipment used during construction activities could contain various hazardous materials, these materials would be used in accordance with manufacturer’s specifications and all applicable regulations. Minor fuel or oil spills could occur during construction activities. The release, even if accidental, of hazardous materials into the environment is regulated through existing federal, State, and local laws. These regulations require emergency response from local agencies to contain hazardous materials in the event of an accidental release. The use of handling of hazardous materials during construction activities would occur in accordance with applicable federal, State, and local laws, including CalOSHA requirements. Project conditions and BMPs identified above in Section 4.7.1 and incorporated as design features of the proposed project, compliance with vehicle manufacturer’s specifications, and compliance with applicable regulations would reduce the risk of accidental release of hazardous materials during construction.

The proposed project would provide both potable and fire suppression water to Rancho Valenzuela by replacing the current VWS well water through connecting to the existing City water system. There would be no routine transport of hazardous materials once operational. The proposed project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials during operation.

Overall, construction and operation impacts would be less than significant, and no mitigation measures are required.

b) Would the project 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?

There are no known hazardous waste sites or RECs within the project site. Leaking underground storage tank (LUST) sites were identified within 0.25-mile of the proposed project; however, these incidents were contained and closed. It is not anticipated that the LUST sites contaminated the soil fill of Rancho Valenzuela or Nash Road where the proposed project would be implemented. Once the proposed project is completed, Nash Road would be returned to pre-project conditions where motor vehicles carrying hazardous materials would operate; however, an increase in usage would not occur with proposed project implementation as the proposed project consists of installation of water pipelines. For these reasons, the potential for release of hazardous materials into the environment during operation would be similar to existing conditions.

Construction of the proposed project could result in the disturbance of hazardous materials. During construction activities, the construction contractor would observe the provisions of the Worker's Compensation and Safety Laws of the State of California, Division V of the Labor Code, and would use all accepted and best safety practices for the public and contractor's employees. In addition, the construction contractor would amend their CalOSHA Injury and Illness Prevention Program to include discussions of unanticipated discovery of hazardous substances, including LBP and ADL. It should be noted that no treated wood was observed within the project site and utilities located along Nash Road would not be relocated as a result of the proposed project.

LEAD BASED PAINT

The existing water system would be abandoned as a potable water source. The two water tanks are painted and were installed after 1998; therefore, these components would not contain LBP, if they are identified as needing to be removed as a result of system abandonment. Lane striping along Nash Road has the potential to contain LBP as the road was constructed prior to 1978. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce impacts from lane striping containing LBP to less than significant levels.

AERIALLY DEPOSITED LEAD

Nash Road has the potential to have ADL within its ROW due to the vehicle use of this road, the age of the road, and it being within the project site. Implementation of Mitigation Measures HAZ-1 and HAZ-2 would reduce ADL related impacts to less than significant levels.

The proposed project has the potential to use a variety of hazardous materials during construction activities, as discussed under Question a, above. These materials would be stored, handled, and transported per federal, State, and local regulatory requirements. Project conditions and BMPs identified above and incorporated as design features of the proposed project, compliance with vehicle manufacturer's specifications, and compliance with applicable regulations would reduce the risk of upset and accident conditions involving the release of hazardous materials into the environment. Impacts associated with potential discovery of LBP and ADL are less than significant with the implementation of Mitigation Measures HAZ-1 and HAZ-2.

MITIGATION MEASURE

HAZ-1: A California-licensed abatement contractor shall conduct a survey for lead containing materials prior to demolition of Nash Road to install the water pipelines. The construction contractor shall submit a National Emissions Standard for Hazardous Air Pollutants (NESHAP) notification to MBARD. Per Section 14-9.02 of the asbestos NESHAP regulation, all "demolition activity" requires written notification even if there is no asbestos present. This notification shall be typewritten and postmarked or delivered no later than ten days prior to the beginning of the asbestos demolition or removal activity. If lead containing materials are found, the following shall be required:

- Building materials associated with paint on structures, and paint on utilities shall be abated by a California-licensed abatement contractor and disposed of as a hazardous waste in compliance with federal and State regulations for hazardous waste.
- A Lead Compliance Plan shall be prepared by the contractor for the disposal of lead-based paint, if identified. The grindings (which consist of the roadway material and the yellow and white color traffic stripes) shall be removed and disposed of in accordance with federal and State regulations.
- A California-licensed lead contractor shall be required to perform all work that would disturb any LBP as a result of planned or unplanned renovations in the project area, including the presence of yellow traffic striping and pavement markings that may contain LBP. All such material must be removed and disposed of as a hazardous material in compliance with federal and State regulations.

HAZ-2: The following actions are recommended for handling and disposal of soils that contain an elevated level of ADL during the pre-construction/pre-demolition phase:

- A California-licensed abatement contractor shall sample and test a representative sample of soils at the project site for hazardous levels of ADL. Representative samples of exposed shallow soils shall be collected at

multiple locations along the project site and analyzed for total lead and extractable lead concentrations.

- If hazardous levels of ADL are found in the soils at the project site, the following shall be required:
  - Removal, disposal, storage and transportation of materials contaminated with hazardous levels of ADL shall be performed in compliance with all applicable federal, State, and local laws, including but not limited to requirements of the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) water quality control plans and waste discharge permits requirements for ADL-contaminated soil, and all requirements of MBARD.
  - Removal, disposal, storage, and transportation of materials contaminated with hazardous levels of ADL shall be performed in compliance with the Soil Management Agreement for Aerially-deposited Lead-Contaminated Soils of the Department of Toxic Substance Control.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The closest school, San Benito High School at 1220 Monterey Street in the City, is approximately 0.58 mile east of the proposed project. Thus, project construction and operation would not emit hazardous emissions or handle hazardous or acutely hazardous materials within 0.25-mile of a school. No impact would occur, and no mitigation measures are required.

d) Would the project 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 if create a significant hazard to the public or the environment?

The EDR Report determined that the project site is not included on a list of hazardous materials sites pursuant to Government Code Section 65962.5. Of the 28 records within 0.25-mile of the project site, 3 were LUST sites that were contained, and the cases were closed. LUST sites are of concern due to leaking contents that could expose soils to contaminants or to the water table, thus allowing such a leak to travel distances from its source. Due to the distance from these sites to the project site, and the cleaned and closed status of the three LUST sites, potential soil contamination at the project site would be low. Impacts would be less than significant, and no mitigation measures are required.

e) Would the project be located within an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, resulting in a safety hazard or excessive noise for people residing or working in the project area?

The project site is not located within an airport land use plan nor is it within two nautical miles of an airport. The Hollister Municipal Airport, located at 60 Airport Drive in City, is the closest airport to the proposed project, 3.14 miles to the proposed project's north. This facility has two intersecting runways and accommodates arrivals and departures of most general aviation aircraft. Thus, implementation of the proposed project would not result in a safety hazard or excessive noise for construction crews generated by airport uses. No impact would occur, and no mitigation measures are required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would not impair implementation of or physically interfere with an adopted County or City emergency response plan. The proposed project would require partial lane closures of Nash Road which would be temporary in nature and may increase travel times during construction. However, all roadways would remain open during construction of the proposed project. Any increase in travel time for an emergency response plan or evacuation route would cease upon construction completion. As identified in Section 4.10, Public Services, the proposed project would be coordinated with servicing fire and police protection agencies and other law enforcement or emergency service providers in the project area. Therefore, the proposed project's impact on emergency response plans and evacuation routes would be less than significant and no mitigation measures are required.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is in a Local Responsibility Area (LRA) and is not designated as a Very High Fire Hazard Severity Zone (VHFHSZ). The Hollister Fire Department provides fire protection services to the project site and the closest station, Station 1, located at 110 5th Street in the City, is 1.1 miles northeast of the project site. During construction, workers would be present on site; however, this increase in workers would be temporary in nature as it would last a maximum of approximately eight months. Construction of the proposed project would occur on Rancho Valenzuela and within the existing Nash Road ROW. Construction staging areas would be located either on APN 021-050-021-0 or 021-050-013-0. The proposed project would be coordinated with the Hollister Fire Department, as identified as a project condition, in Section 4.10.1, Public Services, and would incorporate the project conditions and BMPs identified above in Section 4.7.1. Project construction would not directly or indirectly expose people or structures to wildfires.

The proposed project is a water pipeline installation to connect Rancho Valenzuela to the existing City's water system. The proposed project would be limited to Rancho Valenzuela and the existing Nash Road ROW, would be undergrounded, and would not directly or indirectly expose people or structures to wildfire potential during operation.

Construction and operation impacts would be less than significant, and no mitigation measures are required.

4.7.5 References

City of Hollister. 2024. City of Hollister Fire Department. Available Online: https://hollister.ca.gov/government/city-departments/fire/. Date Accessed: May 20, 2024.

Dewberry Engineering Inc. February 28, 2023. Initial Site Assessment (ISA) Checklist.

Environmental Database Resources, Inc. (EDR). 2022. The EDR Radius Map Report with GeoCheck for the Valenzuela Pipeline & Water Systems Project. Inquiry Number: 7157914.2s.

4.8 Hydrology and Water Quality

Would the project:

Issues	Determination
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less Than Significant Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less Than Significant Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: (i) result in substantial erosion or siltation on- or off-site;	Less Than Significant Impact
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Less Than Significant Impact
(iii) 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; or	Less Than Significant Impact
(iv) impede or redirect flood flows?	Less Than Significant Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less Than Significant Impact

4.8.1 Project Conditions

The following project conditions and BMPs applicable to reducing effects to and from hydrology and water quality are considered features of and are incorporated into the design of the proposed project.

1. Project conditions and BMPs identified in Sections 4.2, Air Quality, 4.5, Geology and Soils, 4.7, Hazards and Hazardous Materials, of this IS/MND.

2. Properly dispose of oil or other liquids pursuant to federal, State, and local regulations.
3. Fuel and maintain vehicles in a specified area that is designed to capture spills. All fueling and maintenance of vehicles and other equipment (including staging areas) shall be located at least 65 feet from any potential drainages on site and 65 feet from the San Benito River.
4. Fuels and hazardous materials shall not be stored on site.
5. The construction contractor shall inspect and maintain vehicles and equipment to prevent the dripping of oil or other fluids.
6. The construction contractor shall schedule construction to avoid the rainy season as much as possible. Ground disturbance activities are expected to begin in the spring. If rains are forecasted during construction, additional erosion and sedimentation control measures shall be implemented.
7. The construction contractor shall maintain sediment and erosion control measures during construction. The construction contractor shall inspect the control measures before, during, and after a rain event.
8. Construction workers shall be trained in stormwater pollution prevention practices.
9. The construction contractor, as applicable, shall revegetate disturbed areas in a timely manner to control erosion.

4.8.2 Setting

4.8.2.1 Regional Hydrology

The project area is located within two hydrologic areas (HA), the Santa Cruz Mountains HA on the southwest and the South Santa Clara Valley HA to the northeast half of the proposed project. The Santa Cruz Mountains HA drains approximately 158 square miles and the South Santa Clara Valley HA drains approximately 203 square miles. The project site is in the Pajaro River hydrologic unit (HU), within the larger Central Coast hydrologic region (HR). The Pajaro River HU drains an area of approximately 1,311 square miles and the Central Coast HR drains an area of approximately 11,497 square miles.

The proposed project is located in the Bird Creek-San Benito River sub-watershed within the Lower San Benito River watershed. The Bird Creek-San Benito River sub-watershed drains an area of approximately 51 square miles while the Lower San Benito River watershed drains an area of approximately 198 square miles (Figure 4.8-1 in Appendix A).

4.8.2.2 Local Hydrology

4.8.2.2.1 Precipitation and Climate

The project area has an average total annual precipitation of approximately 13.86 inches, most of which falls between January and March (WRCC, 2016). There is normally less than 0.5 inch of rain between May and September.

4.8.2.2.2 Surface Waters

The closest water body to the proposed project is the San Benito River. The San Benito River crosses through the project site under the Nash Road Bridge. The San Benito River flows northwest to southeast and is approximately 109 miles long. The San Benito River is approximately 22 feet below the surrounding topography at the project site. The San Benito River is presently listed as impaired under Clean Water Act (CWA) Section 303(d) for aluminum, boron, copper, Escherichia coli (E. coli), manganese, pH, sedimentation/siltation, specific conductivity, toxicity, and turbidity under current conditions.

4.8.2.2.3 Floodplain

The Federal Emergency Management Agency (FEMA) provides information on flood hazards and frequency on its Flood Insurance Rate Maps (FIRMs) for cities and counties and identifies designated zones of flood hazard potential. The proposed project is located in FIRM panel map number 06069C0185D.

The National Flood Hazard Layer FIRMette shows the proposed project lies within the Special Flood Hazard Zone (SFHZ) of Zone AE, with a Base Flood Elevation (BFE) and a regulatory floodway (see Figure 4.8-2 in Appendix A). SFHZs are high-risk areas that are covered by a base flood. The BFE is the elevation floodwater is expected to reach during the base flood event of 1 percent annual chance of flooding. The BFE at the project site is 283.97 feet. The regulatory floodway in the project vicinity includes the area surrounding and following the San Benito River (FEMA, 2023).

4.8.2.3 Groundwater

The California Department of Water Resources (CDWR) has delineated groundwater hydrologic basins throughout California. The proposed project is situated within the Gilroy-Hollister groundwater basin. The Gilroy-Hollister groundwater basin is made up of two subbasins, the North San Benito groundwater subbasin and the Llagas Area groundwater subbasin. The project site is within the North San Benito groundwater subbasin which has a score of 18.5 points and is designated as medium priority by the Sustainable Groundwater Management Act (SGMA) Basin Prioritization List (CDWR, 2020). SGMA Basin Prioritization List designations determine the applicable SGMA restrictions for the groundwater area.

4.8.3 Discussion

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Within the project area, Nash Road Bridge crosses over San Benito River; however, the proposed project would attach the water pipelines to the north side of the bridge. No work would occur within the jurisdictional limits of the San Benito River. The proposed project would implement the project conditions as identified above, in Section 4.8.1, to prevent substantial degradation to surface or groundwater quality during project construction. Construction activities require the use of diesel, gasoline, oil, and grease that could cause water quality impairment downstream if precautions are not taken. Potential incremental increases in pollutant discharge from construction may contribute to an existing regional water quality impairment. The permitting requirements under the NPDES General Construction stormwater permit would assist with ensuring water quality impairment from construction activities is kept to acceptable levels and would also comply with the above identified project conditions (Section 4.8.1). Impacts of the proposed project during construction on surface and groundwater quality would be less than significant and no mitigation measures are required.

The proposed project would not degrade surface water quality after construction because during operation, the proposed project would convey water in a similar manner to existing conditions. The proposed project would not degrade groundwater quality after construction because the proposed project would be replacing the VWS and would not include the addition of new facilities, wells, or increased impervious surfaces in the area. Operational impacts of the proposed project on surface and groundwater quality would be less than significant.

b) Would the project substantially decrease groundwater or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Construction activities would require the use of water for dust control or other activities. Water used during construction would be trucked to the project site, thus no groundwater would be used. Construction activities would not intercept or alter groundwater recharge, discharge, or flow conditions. Water use at the project site would cease upon construction completion. Impacts to groundwater recharge due to construction would be less than significant, and no mitigation measures are required.

The project site is not actively used for groundwater recharge. The Rancho Valenzuela community currently receives potable and fire water from a pump connected to groundwater wells. Once the proposed project is operational, Rancho Valenzuela would no longer rely on the groundwater currently being utilized and would be connected directly to the City's water system. Thus, stopping direct groundwater usage, resulting in a benefit (although negligible) to the existing groundwater in the project vicinity. The proposed project would not increase impervious surfaces at the project site. The

proposed project would not substantially decrease water supply or reduce groundwater recharge. Thus, impacts would be less than significant, and no mitigation measures are required.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

All disturbed areas would be revegetated prior to the completion of construction. City of Hollister Code and San Benito County Municipal Code requires erosion and sediment controls be implemented on projects involving grading. The proposed project would comply with federal, State and local standards, permitting requirements and the above identified project conditions and BMPs (Section 4.8.1). Therefore, adherence to, and implementation of, permitting requirements, building/grading standards, and project conditions identified above would result in less than significant impacts, and no mitigation measures are required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

During construction, the proposed project would comply with the above identified project conditions and BMPs (Section 4.8.1) and federal, State, and local standards to reduce any runoff that could occur during a rain event. The implementation of the proposed project would not involve an increase of impervious surfaces and post construction, the proposed project would be similar to existing conditions, as Nash Road would be returned to pre-construction conditions. The proposed project would not result in flooding on- or off-site, nor would it contribute to exceeding the capacity of existing runoff in the area. Impacts would be less than significant, and no mitigation measures are required.

iii) 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?

There is potential for surface water quality impairment of San Benito River downstream with regard to sediment and stormwater runoff from construction activities. San Benito River is currently considered impaired under CWA; therefore, increased polluted runoff would be prevented by complying with the above-mentioned project conditions and BMPs (Section 4.8.1) and applicable federal, State, and local standards. Impacts during construction from water runoff would be less than significant, and no mitigation measures are required.

The proposed project does not include the alteration of or construction within the San Benito River. Upon completion of the proposed project, drainage patterns would remain the same as existing drainage patterns; therefore, the proposed project would result in no permanent impact to drainage at the project site once operational.

iv) Impede or redirect flood flows?

The water pipelines would be installed on the north side of the Nash Road Bridge over the San Benito River to avoid work within the jurisdictional limits of the San Benito River and avoid horizontal drilling beneath the riverbed. Implementation of the proposed project would not require the closure or redirection of the river to complete installation.

Once construction is complete, and the proposed project is operational, all the project components would be undergrounded and therefore would not alter flood flow areas within the project site. The proposed project would not alter the course or flow of the San Benito River, nor would it alter the existing drainage patterns of the site. Overall, the impact would be less than significant, and no mitigation measures are required.

d) Would the project be located in a flood hazard, tsunami, or seiche zone where pollutants would be released due to project inundation?

The proposed project is not located in an area subject to tsunamis or seiches. The site is located within a FEMA flood hazard zone; however, the proposed project components would be undergrounded on Rancho Valenzuela and below Nash Road and would not be subject to flooding where pollutants could be released. With the implementation of the above identified project conditions and BMPs (Section 4.8.1), the proposed project would not result in the release of pollutants due to inundation from floods, tsunamis, or seiches. No impact would occur, and no mitigation measures are required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

During construction, the proposed project would comply with permitting requirements, building/grading standards, the above identified project conditions and BMPs (Section 4.8.1), and applicable federal, State, and local standards to ensure water quality is maintained.

Once operational, the proposed project would provide water to the Rancho Valenzuela community from the City's water system rather than from the VWS which gets its water from groundwater pumped from a nearby well. The water quality issues (excessive nitrate loads) of the existing system providing groundwater to Rancho Valenzuela would no longer exist, once the connection is made to the City's water system. Thus, project operation would be beneficial to applicable water quality control plans and sustainable groundwater management plans as the proposed project would not utilize poor quality groundwater to serve the residents of Rancho Valenzuela.

Overall, construction and operational impacts would be less than significant, and no mitigation measures are required.

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4.9 Noise

Would the project result in:

Issues	Determination
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less Than Significant with Mitigation Incorporated
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less Than Significant Impact
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact

4.9.1 Project Conditions

The following project conditions and BMPs applicable to reducing construction noise levels are considered features of and are incorporated into the design of the proposed project.

1. The construction contractor shall use newer equipment with improved muffling and ensure that all equipment items have the manufacturers' recommended noise abatement measures, such as mufflers, engine enclosures, and engine vibration isolators intact and operational. Newer equipment would generally be quieter in operation than older equipment. All construction equipment should be inspected at periodic intervals by the construction contractor to ensure proper maintenance and presence of noise control devices (e.g., mufflers and shrouding, etc.).
2. The construction contractor shall utilize construction methods or equipment that provides the lowest level of noise and ground vibrations.
3. The construction contractor and construction crew shall turn off idling equipment.
4. Bells, whistles, alarms, horns, or reverse alarms shall be restricted to use for safety warning only.
5. At the construction staging area, a sign shall be provided that includes a 24-hour telephone number for project information, and a procedure where a construction manager responds to and investigates noise complaints and takes corrective action as necessary and applicable, in a timely manner. The City shall be notified if noise complaints are received during project construction activities.

4.9.2 Setting

4.9.2.1 Fundamentals of Noise

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as a loud, unexpected, or annoying sound. The fundamental model consists of a noise sources, a receiver, and the propagation path between the two. The loudness of the noise source and the obstructions or atmospheric factors affecting the propagation path to the receiver determine the noise level and characteristics of the noise perceived by the receiver.

A logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. For example, if one automobile produces 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB, rather, they would combine to produce approximately 73 dB. Under the decibel scale, three sources of equal loudness together result in a sound level approximately 5 dB louder than one source.

Human hearing is limited in the range of audible frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information. The A-weighting network approximates the frequency response of average human hearing when listening to most ordinary sounds. When humans make judgments regarding the relative loudness or annoyance of a given sound, these judgments generally correlate well with A-weighted sound levels. Table 4.9-1 shows the noise levels perceived by humans of different noise generating sources.

Noise in the human daily environment fluctuates over time. Some fluctuations are minor, but others are substantial while some noise levels occur in regular patterns, but others are random. Various noise descriptors have been developed to describe time-varying noise levels. The following are noise descriptors that are applicable to this proposed project:

- **L_{eq}**: The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period.

- **L_{dn}:** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dBA added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

Table 4.9-1. Typical A-Weighted Noise Levels

COMMON OUTDOOR ACTIVITY	NOISE LEVEL (DBA)	COMMON INDOOR ACTIVITY
Jet flyover at 1,000 feet	110	Rock band
Gas lawnmower at three feet	100	
Diesel truck at 50 feet at 50 mph	90	Food blender at three feet
Noisy urban area, daytime	80	Garbage disposal at three feet
Gas lawnmower, 100 feet Commercial area	70	Vacuum cleaner at ten feet Normal speech at three feet
Heavy traffic at 300 feet	60	Large business office
Quiet urban daytime	50	Dishwasher next room
Quiet urban nighttime Quiet suburban nighttime	40	Theater, large conference room (background)
Quiet rural nighttime	30	Library Bedroom at night, concert hall (background)
	20	Broadcast/recording studio
	10	
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans, 2020

- **CNEL:** CNEL is a 24-hour equivalent sound level with an additional 5 dBA penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dBA penalty to noise occurring during the night, between 10:00 p.m. and 7:00 a.m., to account for the added sensitivity of humans to noise during these hours. Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 70+ CNEL range.

Geometric spreading of sounds that are generated by sources occurs and radiates uniformly outward in a spherical pattern. Sound levels that are generated by point sources usually decrease by 6 dB with every doubling of distance from the specific source. Sound levels that are generated by line sources usually decrease by 3 dB with every doubling of distance from the specific source.

4.9.2.2 Fundamentals of Vibration

Vibration is an oscillatory motion that can be described in terms of the displacement, velocity, or acceleration of particles. Because the motion is oscillatory, there is no net movement of the vibration element and the average of any of the motion metrics is zero. Displacement is the most intuitive metric. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is

the rate of change of the speed. Although displacement is easier to understand than velocity or acceleration, it is rarely used for describing ground-borne vibration. Most transducers used for measuring groundborne vibration use either velocity or acceleration. Furthermore, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration. Table 4.9-2 summarizes the vibration metric definitions typically used in groundborne vibration analysis.

Table 4.9-2. Ground-Borne Vibration Metrics

METRIC	ABBREVIATION	DEFINITION
Vibration Decibels	VdB	The vibration velocity level in decibel scale.
Peak Particle Velocity	PPV	PPV is the maximum instantaneous positive or negative peak of the vibration signal. PPV is often used in monitoring of construction vibration since it is related to the stresses that are experienced by buildings and is not used to evaluate human response.
Root Mean Square	RMS	Because the net average of a vibration signal is zero, the rms amplitude is used to describe smoothed vibration amplitude. The rms of a signal is the square root of the average of the squared amplitude of the signal. The average is typically calculated over a one-second period. The rms amplitude is always less than the PPV and is always positive. The rms amplitude is used to convey the magnitude of the vibration signal felt by the human body, in inches/second.

Source: FTA, 2018

Ground-borne vibration is typically generated by construction activities (e.g., operating heavy earthmoving equipment, blasting, and pile driving), traffic on rough roads, and steel-wheeled trains. Issues with ground-borne vibration are typically within 100 feet of the source; however, there are ground-borne vibration generators that cause effects to receivers 200 feet from the source. Ground-borne vibration is usually measured, as identified above, in terms of vibration velocity, either the root mean square (RMS) or peak particle velocity (PPV). The RMS velocity is best for characterizing human response to building vibration, and PPV is used to characterize potential for damage to buildings or sensitive equipment.

Table 4.9-3 shows typical construction equipment used during construction activities and the vibration generated as measured from 25 feet in both PPV and vibration decibel (VdB).

Table 4.9-3. Vibration Generating Construction Equipment

CONSTRUCTION EQUIPMENT	REFERENCE PPV AT 25 FEET (INCHES/SECOND)	VIBRATION LEVEL IN VDB
Vibratory Roller	0.21	106
Large Bulldozer	0.089	99

CONSTRUCTION EQUIPMENT	REFERENCE PPV AT 25 FEET (INCHES/SECOND)	VIBRATION LEVEL IN VDB
Caisson Drilling	0.089	99
Loaded Trucks	0.076	98
Jackhammer	0.035	91
Small Bulldozer	0.003	70
Pile Driver Impact (typical)	0.64	116
Crack-and-seat operations	2.4	128

Source: Caltrans, 2020.

4.9.2.3 Existing Conditions

Ambient noise in the project area is mostly generated by vehicles traveling along Nash Road, agricultural equipment and livestock, and truck loading and unloading activities/aggregate sorting occurring at the SBS Concrete Aggregate Supplies properties on the north and south side of Nash Road. According to the Hollister General Plan Draft EIR, noise levels along Nash Road west of Westside Boulevard, is 62.4 L_{dn} as measured 50 feet from centerline (Hollister, 2023). Thus, the land uses within 50-feet of Nash Road in the project area are exposed to existing noise levels of 62.4 L_{dn} and below.

The Hollister Municipal Airport, located at 60 Airport Drive in the City, is the closest airport to the proposed project, 3.14 miles to the project site's north. This facility has two intersecting runways and accommodates arrivals and departures of most general aviation aircraft. The project site is outside the Noise Contours of the Hollister Municipal Airport (Hollister, 2023).

4.9.2.4 Sensitive Receivers

Land uses such as residential units, schools, hospitals, laboratories, and churches are sensitive to noise and vibration. The nearest sensitive receivers are residential units and a church.

4.9.2.5 Local Noise and Vibration Regulations

Neither the County nor the City have noise construction standards. Section 17.16.100(A) Noise of the City of Hollister Code of Ordinances exempts construction noise generated by commercial construction activities on and contiguous to residential properties Monday through Friday from 7:00 a.m. to 6:00 p.m., Saturday 8:00 a.m. to 6:00 p.m., and is prohibited on Sundays and federally recognized holidays. Section 19.39.051(H) of the San Benito County Code exempts construction noise generated by temporary construction, demolition or maintenance of structures between the hours of 7:00 a.m. and 7:00 p.m., except Sundays and federal holidays. Because neither jurisdiction has an established noise construction standard, it is acceptable practice to use the construction noise standards from the *Federal Transportation Administration (FTA) Noise and Vibration Manual* (FTA, 2018). The *FTA Noise and Vibration Manual* establishes construction noise standards of 80 dBA L_{eq} for residential uses and 90 dBA L_{eq} for commercial and industrial uses.

Neither the County nor the City have vibration construction standards. Thus, it is acceptable practice to use the construction vibration standards from the *FTA Noise and Vibration Manual* pertaining to potential building damage. Table 4.9-4 summarizes the construction vibration damage criteria for buildings that is used in this analysis.

Table 4.9-4. Construction Vibration Damage Criteria

BUILDING/STRUCTURAL CATEGORY	PPV, IN/SEC	APPROXIMATE L_V
Reinforced-concrete, steel or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings extremely susceptible to vibration damage	0.12	90

Source: FTA, 2018

A construction vibration of 0.2 PPV is used in the analysis below to determine potential construction vibration impacts to nearby residential buildings.

4.9.3 Discussion

a) Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction activities associated with the proposed project would generate a temporary increase in noise levels at sensitive receivers along the north and south side of Nash Road. Construction noise is typically generated during two main activities. First, construction crews and equipment arriving/departing from the project site have the potential to temporarily increase noise levels at sensitive receivers adjacent to roadways and staging areas. Typically, a doubling of traffic volumes on roads equates to a 3 dBA noise increase (Caltrans, 2013). Construction crews/equipment are anticipated to arrive and depart from the project site using Nash Road and SR-25. Nash Road between the project site and SR-25 has an estimated average daily trip volume of 13,530 vehicles and SR-25 (between Fairview Road and Nash Road) has an average daily traffic volume of 19,328 vehicles (San Benito County, 2015). Construction trips to and from the site would not generate a vehicle volume that doubles the existing daily traffic volumes on Nash Road and SR-25. Thus, any noise increases at sensitive receivers due to this activity would be nominal and would not be perceivable to the human ear.

The second type of construction noise is generated during construction activity from equipment during removal of existing asphalt on Nash Road and installation of the water pipelines connecting Rancho Valenzuela to the City's water system. If abandoning the VWS as a potable water source results in the need to remove the system (two water tanks, pump, and perimeter fencing), noise could also be generated by these demolition activities. Construction occurs in discrete steps, each of which has its own mix of

construction equipment, and consequently generates different noise levels. Equipment expected to be used during the project construction period (including demolition on Rancho Valenzuela) is shown below in Table 4.9-5.

Table 4.9-5. Typical Construction Equipment Noise Levels

CONSTRUCTION EQUIPMENT	NOISE LEVEL (dBA L_{eq}) at 50 feet
Crane	83
Backhoe/Trencher/Bulldozer	80
Jackhammer	85
Welder	73

Source: FTA, 2018

Typical construction projects have long-term noise averages that are lower than louder short-term noise events due to equipment moving from one point to another on the site. Construction activities would be mobile and would be constantly moving in a linear path along the water pipelines alignment. Demolition and construction activities would occur near sensitive receivers, such as residential units on Rancho Valenzuela and along Nash Road. Demolition activities on Rancho Valenzuela may utilize a crane, backhoe/trencher/bulldozer, jackhammer and welder simultaneously within 116 feet of the nearest Rancho Valenzuela residential unit and within 35 feet of the residential unit at 1440 Nash Road (as of September 2024, it was boarded up and vacant, but could be occupied by the time demolition and construction activities begin). Construction activities occurring on the northwest end of the project site would utilize a backhoe/trencher/bulldozer, jackhammer, and welder within 45 feet of the nearest residential units at the Nash Road/Westside Boulevard intersection. Table 4.9-6 summarizes the estimated noise levels at these sensitive receivers during demolition and construction activities.

Table 4.9-6. Estimated Noise Levels at Nearest Sensitive Receivers

Sensitive Receivers	Distance to Demolition/Construction (feet)	Estimated Noise Level (dBA Leq)
Residential Units on Rancho Valenzuela	116	80.7
Residential Unit at 1440 Nash Road	35	91.1
Residential Units northeast of Nash Road/Westside Boulevard Intersection	45	86.9

Source: Dewberry, 2024.

As shown above in Table 4.9-6, demolition and construction activities could generate noise levels at nearby residential units that exceed the FTA's daytime construction noise limit threshold of 80 dBA. Construction activities occurring in close proximity to residential units would be temporary and of a short-term duration because construction would continuously move along Nash Road as water pipelines installation occurs. In addition, construction activities would comply with Section 19.39.051(H) of the San

Benito County Code and Section 17.16.100(A) Noise of the City of Hollister Code of Ordinances. Construction activities would generally occur Monday through Friday between 7:00 a.m. and 5:00 p.m. The proposed project would also comply with the project conditions and BMPs, identified above (Section 4.9.1), that would be implemented as part of the project design. Nevertheless, since the proposed project would exceed the FTA's construction noise threshold for residences, impacts from construction would potentially be significant. Mitigation Measure NOI-1 identified below, would be implemented to reduce construction noise. With implementation of Mitigation Measure NOI-1, requiring the use of temporary noise barriers/blankets, construction noise levels would be reduced by at least 15 dBA L_{eq} and would not exceed the FTA construction noise threshold of 80 dBA for residences. Impact would be less than significant with mitigation incorporated.

The proposed project includes the installation of water pipelines connecting Rancho Valenzuela to the existing City's water system. Once construction is complete, the proposed project would not generate a permanent increase in ambient noise levels.

MITIGATION MEASURES

NOI-1: The City and the construction contractor shall reduce construction noise levels at nearby residential units so as not to exceed the FTA's threshold of 80 dBA during project construction activities. Installation of temporary sound barriers or blankets of sufficient height to break the line of sight between construction activities and the nearest residential units shall occur. These temporary barriers or blankets shall have a minimum sound transmission loss of 21 and noise reduction coefficient of 0.75.

b) Would the project generate excessive groundborne vibration or groundborne noise levels?

Construction activities using specific types of construction equipment can generate groundborne vibrations that could affect nearby buildings. Table 4.9-6 shows the vibration levels the proposed project construction equipment is estimated to generate during their operation.

Table 4.9-6. Vibration Generating Construction Equipment

CONSTRUCTION EQUIPMENT	REFERENCE PPV AT 25 FEET (INCHES/SECOND)	VIBRATION LEVEL IN VDB
Backhoe/Trencher/Bulldozer	0.003	70
Jackhammer	0.035	91

Source: Caltrans, 2020
Notes: Generators, loaders, and welders do not typically generate vibrations during use and therefore are not included in this analysis.

As shown above in Table 4.9-6, jackhammers generate the highest vibration levels (0.035 PPV/91 VdB) and would be used during demolition and construction activities. Jackhammers could be used as close as 116 feet from residential units on Rancho Valenzuela, 35 feet from the residential unit at 1440 Nash Road, and 45 feet from the residential units northeast of the Nash Road/Westside Boulevard intersection. Thus, the nearest residential unit on Rancho Valenzuela could be exposed to vibration levels

equating to 0.04 PPV (71 VdB); the residential unit at 1440 Nash Road could be exposed to vibration levels equating to 0.02 PPV (86 VdB); and the residential units northeast of the Nash Road/Westside Boulevard intersection could be exposed to vibration levels equating to 0.01 PPV (83 VdB). None of these levels would exceed the FTA's construction vibration damage criteria for residential structures (non-engineered timber and masonry buildings) of 0.2 PPV (94 VdB). Therefore, the proposed project would not generate excessive groundborne vibration or groundborne noise levels during demolition and construction activities. Impacts would be less than significant, and no mitigation measures are required.

As the proposed project is composed of new water pipelines connecting Rancho Valenzuela to the City's water supply, once operational, the proposed project would not generate groundborne vibrations. No operation impacts would occur, and no mitigation measures are required.

c) Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two nautical miles of a public airport or public use airport, exposing people residing or working in the project area to excessive noise levels?

The proposed project is approximately 3.14 miles from the Hollister Municipal Airport and is not located within the boundary of its Airport Land Use Plan Noise Contours. Thus, the proposed project would not expose construction crews working in the project area to excessive noise levels from a public or private airport. No impact would occur, and no mitigation measures are required.

4.9.4 References

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4.10 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

Issues	Determination
a) Fire protection?	Less Than Significant Impact
b) Police protection?	Less Than Significant Impact
c) Schools?	No Impact
d) Parks?	No Impact
e) Other public facilities?	No Impact

4.10.1 Project Conditions

The following project conditions and BMPs applicable to reducing the proposed project effects to public services are considered features of and are incorporated into the design of the proposed project.

1. The construction contractor shall ensure that construction equipment stored on site at the construction staging area is secure to reduce theft opportunities.
2. Prior to the commencement of construction activities, the construction contractor shall prepare a Construction Traffic Management Plan that identifies construction scheduling, construction length, location of construction signs and cones, closure timing of Nash Road lanes, and any other pertinent information to allow fire, police and first responders to continue providing adequate service to areas around the project site. The Construction Traffic Management Plan shall be provided to the City of Hollister Fire Department (HFD), San Benito County Sheriff's Department (SBCSD), Hollister Police Department (HPD), and private emergency service providers in the area prior to commencement of project construction.

4.10.2 Setting

4.10.2.1 Fire Protection

The San Benito County Fire Department was absorbed HFD in 2013. The proposed project is within the service boundary of the HFD. The closest HFD fire station to the proposed project is Station 1 (headquarters) located at 110 5th Street in the City, 1.1 miles northeast of the project site.

4.10.2.2 Police Protection

The portion of the project site in the City is served by the HDP from its headquarters, at 395 Apollo Way in the City, 3.5 miles north of the project site. The SBCSD provides police protection services to the portion of the proposed project in County jurisdiction through the SBCSD station at 2301 Technology Parkway in the City, 2.5 miles north of the project site.

4.10.2.3 School

The project site is located in the jurisdiction of the Hollister School District for grades K through 8th and the San Benito High School District for grades 9th through 12th. Hollister High School, located at 1220 Monterey Street in the City, is the closest high school to the proposed project, approximately 0.56 mile to the east. R.O. Hardin Elementary School, located at 881 Line Street in the City, is 0.50-mile to the northeast of the project site.

4.10.2.4 Parks and Other Public Facilities (Libraries)

The Hollister Parks and Recreation Department provides park and recreational services in the project area. Apricot Lane Park and the Riverview Trail are the closest park and recreation facilities, both of which are approximately 0.35-mile northwest of the project site. The Hollister Hills State Vehicular Recreation Area, owned/maintained by the California Department of Parks and Recreation is located 1.8 miles south of the proposed project. The San Benito County Free Library System branch is located at 450 5th Street in Hollister, approximately 0.95-mile northeast of the project site.

4.10.3 Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection services?

The proposed project does not include the development of residential units that would add to the existing City and County population. The City's existing water system has an adequate supply to provide potable and fire suppression water services to Rancho Valenzuela (see Section 4.12) and expansion of the City's water system is not required. During project construction, fire protection services may be required on-site if an injury or fire occurs; however, such a requirement would be typical of construction projects, would be temporary, and would not affect existing service provided by the HFD.

Police services at the project site during construction may be needed if a non-medical emergency occurs (i.e., theft or vandalism). The construction contractor would secure any construction equipment within the construction staging area when not in use (i.e.,

during overnight hours) which would reduce the calls for SBCSD and HPD service (refer to Section 4.10.1, Project Conditions).

During construction, one lane of Nash Road would be closed during construction hours, allowing for continued vehicle travel, although minor delays due to construction related traffic may occur. The construction contractor would prepare and provide to the HFD, SBCSD, and HPD a Construction Traffic Management Plan which would identify when lane closures on Nash Road would occur, the length of such closures, and the location of construction cone/sign setups (refer to Section 4.10.1, Project Conditions). This would allow HPD, HFD, and SBCSD staff, as well as other emergency services, to plan ahead and determine the use of other routes, if needed, to continue to adequately respond to calls for service in the project area. Overall, implementation of the proposed project would not degrade fire or police service response times, service ratios, or other performance standards that would necessitate the development of new or expand existing fire or police facilities. Impacts would be less than significant, and no mitigation measures are required.

Operation of the proposed project would not require SBCSD, HFD, and HPD calls to service any more than what is occurring under existing conditions. Thus, no impacts would result due to project operation.

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school, parks and other facilities (library) services?

As described above, the proposed project is not growth inducing and thus would not generate population growth in the City or County jurisdictions. Project construction workers are expected to come from the existing employment pool within the County and City; therefore, it can be reasonably assumed that public services such as schools, parks and libraries are already being used by construction workers and their families. Thus, implementation of the proposed project would not degrade performance standards of schools, parks, and other facilities to a point where new or expanded facilities would be required. Operation of the proposed project would not generate the need for expanded school, parks or library services. No impacts would occur, and no mitigation measures are required.

4.10.4 References

San Benito County. 2015. Revised Draft Environmental Impact Report 2035 San Benito County General Plan Update (Section 17.0 Public Services). Available Online: https://www.cosb.us/home/showpublisheddocument/1756/637205737583630000 Date Accessed: May 10, 2024.

4.11 Transportation

Would the project:

Issues	Determination
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less Than Significant Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less Than Significant Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less Than Significant Impact
d) Result in inadequate emergency access?	Less Than Significant Impact

4.11.1 Project Conditions

The project conditions and BMPs identified in Section 4.10, Public Services, of this IS/MND are applicable.

4.11.2 Setting

The project site is located on Rancho Valenzuela and on a 0.51-mile portion of Nash Road (including the Nash Road Bridge over the San Benito River). Nash Road within the project site is designated as a two-lane arterial road with a posted speed limit of 30 miles per hour. Nash Road, west of Westside Boulevard through the project site, has an existing average daily traffic volume of 2,800 vehicles in both directions (Hollister, 2020). Nash Road is the main access to the proposed project and adjacent parcels. Nash Road is a bus transit route for the Blue and Green County Express Lines. There are no designated bicycle lanes on Nash Road within the project site. Existing sidewalks are located at the Nash Road/Westside Boulevard intersection and on the north side of Nash Road Bridge across the San Benito River. Emergency access to the project site and adjacent parcels is provided by Nash Road.

4.11.3 Discussion

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Implementation of the proposed project includes installation of water pipelines on Rancho Valenzuela and within the existing Nash Road ROW to connect Rancho Valenzuela to the existing City's water system. The proposed project, during the eight-

month construction period, would require lane closures on Nash Road. As described above in Section 4.10.1, Public Services, a Construction Traffic Management Plan would be prepared, and incorporated into the design of the proposed project as a project condition and BMP. The Construction Traffic Management Plan would identify construction scheduling, construction length, location of construction signs and cones, closure timing of Nash Road lanes, and would be provided to first responders and noticed to surrounding residents and businesses. Once installation of the proposed project is complete, the portion of Nash Road where work occurred would be patched and returned to pre-construction conditions. The proposed project does not conflict with programs, plans or ordinances pertaining to the circulation systems of the County nor the City. Impacts would be less than significant, and no mitigation measures are required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

California Environmental Quality Act (CEQA) Guidelines Section 15064.3 (b) provides criteria for analyzing transportation impacts. Pursuant to CEQA Guidelines Section 15064.3(b)(3), a lead agency may include a qualitative analysis of operational and construction traffic if existing models or methods are not available to estimate VMT for the particular project being considered.

The proposed project would abandon the existing VWS as a potable water sources and connect Rancho Valenzuela to the City's water system. During construction, Nash Road would remain open to vehicle use. VMT would not be increased during construction due to vehicular detours.

Construction workers are anticipated to come from surrounding areas, and thus would not relocate to the proposed project vicinity. Construction workers' VMT would not increase compared to current conditions because of the nature of their job, moving from construction site to construction site within the greater area. Therefore, construction workers' VMT would not be increased as a result of the proposed project.

Once operational, the proposed project would result in 1.02 VMT during a maintenance activity. It is estimated that up to 6 maintenance activities could occur during a 12-month period, therefore, the proposed project's operations would result in a total of 6.12 VMT for one maintenance vehicle per year in order to maintain the water pipelines and the Rancho Valenzuela connection to the City's water system. The County and the City have not adopted VMT thresholds. VMT from operation would also be minimal. Impacts would be less than significant, and no mitigation measures are required.

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project does not include geometric designs or incompatible uses that would increase transportation hazards in either the County or City. There could be conflict with construction equipment and adjacent land uses. Potential conflicts in

movement of construction equipment and other roadway vehicles would cease upon construction completion. A Construction Traffic Management Plan (Section 4.10.1, Project Conditions) would be prepared so that lane closures, construction activities, and construction equipment do not cause a hazard to commuters traveling along Nash Road through the project site. Impacts would be less than significant, and no mitigation measures are required.

d) Would the project result in inadequate emergency access?

Implementation of the proposed project would require construction activities to connect Rancho Valenzuela to the City's water system, along a 0.51-mile portion of Nash Road in the County and City. In addition, if the abandonment of the existing VWS as a potable water source results in the need to remove the system, demolition activities would be required. As discussed in Section 4.10, Public Services, emergency service providers would be provided information regarding Nash Road lane closures prior to construction commencement to ensure that emergency routes in the project area can continue to be used or emergency responders could determine appropriate rerouting in the project area. The properties adjacent to Nash Road, within the project site, would continue to be accessible by the property owners, the public (if applicable), and emergency responders during the eight-month construction period of the proposed project. Thus, the proposed project would not result in inadequate emergency access. Impacts would be less than significant, and no mitigation measures are required.

4.11.4 References

City of Hollister (Hollister). 2020. General Plan Update Existing Conditions Report: Transportation and Circulation. Available Online: https://hollister2040.org/wp-content/uploads/2020/11/16_Transportation-and-Circulation.pdf. Date Accessed: August 29, 2024.

4.12 Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Issues	Determination
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Less Than Significant Impact
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Less Than Significant Impact

The information in this section is based on the *Cultural Resources Survey Report* prepared by Tremaine & Associates in August 2024 (Appendix D). An overview of the setting from a tribal cultural context, including prehistory and ethnohistory is provided in the *Cultural Resources Survey Report.* Some information from this study is considered confidential under the California Public Resources Code (PRC) and the Code of Federal Regulations (CFR) in compliance to the Freedom of Information Act and the California Public Records Act in order to protect the integrity of tribal cultural resources, and thus, would not be available to the public (7 PRC 21082.3 and 36 CFR 800.11).

4.12.1 Project Conditions

The project conditions and BMPs identified in Section 4.4.1, Cultural Resources, of this IS/MND are applicable.

4.12.2 Methods

4.12.2.1 Record Searches

The Native American Heritage Commission (NAHC) was contacted, requesting the identification of spiritually significant and/or sacred sites or traditional use areas and a list of local Native American Tribes, bands, or individuals who may have concerns

regarding cultural resources. Subsequently, the NAHC was contacted in April 2024 to request an updated list of local Native American Tribes, bands, or individuals.

A records search request, 0.25-mile around the project site, was submitted to the Central California Information Center to determine if previous cultural resource inventories and previously recorded archaeological and/or architectural resources were prepared and discovered, respectively. Historic topographic maps of the project site and surroundings were also reviewed as part of the Cultural Resources records search.

4.12.2.2 Field Surveys

On February 23, 2023, a pedestrian survey of the project site was conducted by staff from Tremaine & Associates to determine the presence, if any, of tribal cultural resources within the project site. Shallow shovel tests/scrapes were taken along the length of the project site to ascertain the character of the soils.

4.12.3 Setting

A tribal cultural resource (TCR) is defined as a site, feature, place, cultural landscape, or sacred place or object that has cultural value to California Native American tribes. In order to be considered a TCR, the resource must be included in or determined eligible for inclusion in the CRHR or is in included in a local register of historical resources. Pursuant PRC Section 2107, a TCR is defined as either:

1. A site, feature, place, cultural landscape, sacred place, or object that has cultural value to California Native American Tribes that is included or determined to be eligible for inclusion in the CRHR or a local register of historical resources.
2. A resource determined by the lead agency to be significant and is supported by substantial evidence.
3. A geographically defined cultural landscape that meets the criteria set forth in PRC Section 21074.
4. A historical resource described in PRC Section 21084.1, a unique archeological resource or “nonunique archaeological resource” described in PRC Section 21083.2 (g) and (h).

The CEQA Guidelines state that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their TCRs. Lead agencies shall consult with these tribes who respond in writing and request consultation within 30 days of receipt of the formal notification of the project (PRC Section 21080.3.1). Traditionally and culturally affiliated tribes of a project area may suggest mitigation measures, including, but not limited to, those recommended in Section 21084.3.

4.12.3.1 Assembly Bill (AB) 52 Consultation

Assembly Bill 52 (AB 52) went into effect on July 1, 2015, and established a consultation process with all California Native American Tribes on the Native American

Heritage Commission (NAHC) List for federal and non-federal tribes (13.5 PRC Sections 21073, 21074, 21083.3, 21084). Once the tribe is notified of a project, the tribe has 30 days to request a consultation. The consultation process ends when either the parties agree to mitigation measures or avoid a significant effect on tribal cultural resources or a party, acting in good faith and after reasonable effect, concludes that mutual agreement cannot be reached.

A letter was sent to the NAHC requesting a list of Native American Tribes who may also have knowledge of cultural resources in the project area. The NAHC responded on December 1, 2022 with a Tribal Consultation List for the project area (five contacts). Subsequently, the NAHC was contacted a second time to request an updated list of local Native American Tribes, bands, or individuals and the NAHC responded on April 8, 2024 with one new contact. The City, acting as the CEQA lead agency, mailed letters to the six contacts identified by the NAHC on July 2, 2024, to initiate consultation pursuant to AB 52. Results of the initial and follow-up tribal outreach is as follows:

- **Amah Mutsun Tribal Band. Valentin Lopez, Chairperson. Ed Ketchum, Tribal Historian.** An email follow-up letter was sent, and voicemail message was left on August 3, 2024, and received no response. On August 10, 2024, Mr. Lopez responded that he intends to follow up on the project and is interested in providing tribal monitors. Mr. Lopez informed Mr. Ed Ketchum, tribal historian, as well. Mr. Lopez requested further information be provided when available to himself and Mr. Ed Ketchum, especially concerning possible start dates. An email follow-up letter was sent on August 3, 2024, to Mr. Ed Ketchum with no response. Mr. Lopez and the City had a telephone conversation on September 5, 2024 to discuss the project. The City provided general project information regarding project description and construction timing. Mr. Lopez requested a Native American monitor for all ground disturbance within 400 feet of the river.
- **Amah Mutsun Tribal Band of Mission San Juan Bautista. Irene Zwierlein, Chairperson.** A signed receipt for certified mail sent out on July 2, 2024, concerning the project was received, but no other written response was received. A follow-up email was sent on August 3, 2024, and August 9, 2024, a forum letter was received requesting implementation of Amah Mutsun Tribal Band of Mission San Juan Bautista recommendations if any positive cultural or historic sensitivity within 1 mile of the project site was received by NAHC.
- **Indian Canyon Mutsun Band of Costanoan. Kanyon Sayers-Roods and Ann Marie Sayers, Chairperson.** The certified letter was sent to Ms. Sayers-Roods and was marked as return to sender. A follow-up email was sent to Ms. Sayers-Roods on August 3, 2024, and no response was received. A follow-up phone call was made to Ms. Sayers-Roods on August 10, 2024, and a message was left on voice mail. To date, there has been no response; however, Ms. Sayers-Roods is the daughter of Ms. Ann Marie Sayers, who consented to communicating further with her about the project. A follow-up call was made to Ms. Sayers on August 10, 2024, where she stated that she is interested in participating in monitoring of

the project and said she would discuss with her daughter Ms. Sayers-Roods. She also requested notification of any further information that becomes available, especially prospective start dates for the project.

- **Wuksache Indian Tribe/Eshom Valley Band. Kenneth Woodrow, Chairperson.** A signed receipt for certified mail sent out on July 2, 2024, concerning the project was received, but no other response was received. A follow-up email was sent on August 3, 2024, and no response was received. A follow-up phone call and voice mail were not responded to.

4.12.3.2 Record Search Results

The NAHC responded to the request for the identification of spiritually significant and/or sacred sites or traditional use areas on December 1, 2022, stating that the search was negative.

4.12.3.3 Field Survey Results

Neither prehistoric materials nor tribal cultural resources were observed during the pedestrian survey and soil testing conducted within the project site during the February 23, 2023 field survey.

4.12.4 Discussion

a) **Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:**

   a. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or**

   b. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?**

Construction activities associated with the proposed project would occur on Rancho Valenzuela, within the ROW, and attached to the north side of the Nash Road Bridge over the San Benito River. These areas have been disturbed for over 50 years with

urbanized uses. Six Native American Tribe representatives were consulted as discussed in Section 4.12.3.1, AB 52 Consultation. None of the representatives requested specific consultation pursuant to AB 52 and none identified potential tribal cultural resources that could be impacted by the proposed project. Nevertheless, trenching that occurs as part of proposed project construction may disturb alluvial soils beneath initial and secondary fill in the ROW, which could expose previously undiscovered tribal cultural resources or human remains that could be affiliated with local tribes. While the likelihood of encountering previously undocumented buried tribal cultural resources in the project site is considered low, there remains a chance that construction activities associated with the proposed project could result in accidentally discovering archaeological or tribal cultural resources. However, due to the concern of the Amah Mutsun Tribal Band and their request for a Native American monitor to be involved during ground disturbing activities within 400 feet of the river, implementation of Mitigation Measure TCR-1 would reduce impacts to potential resources significant to California Native American tribes.

In addition, if cultural or tribal cultural resources or human remains are discovered, the project condition identified in Section 4.4, Cultural Resources, would require construction to stop and the resources to be evaluated by a professionally retained archaeologist that would determine if the resources were consistent with tribal artifacts. If human remains are found, the San Benito Coroner would determine if the remains were of tribal decent and the NAHC would be contacted to designate a MLD for the proposed project. This project condition is incorporated as part of the project design.

Implementation of the proposed project would not result in a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe. Impacts would be less than significant, with the incorporation of Mitigation Measure TCR-1.

MITIGATION MEASURE

TCR-1: Prior to the start of construction activities, the City of Hollister will enter into an agreement with a Native American Tribal Representative from the Amah Mutsun Tribal Band to conduct project monitoring during ground disturbing activities within 400 feet of the San Benito River by accomplishing the following tasks:

- The Native American Tribal Representatives shall advise the contractor during a preconstruction meeting and training of potentially significant cultural resources that require protection and avoidance.
- A Native American Tribal Representative shall observe natural-ground disturbing construction activities within 400 feet of San Benito River.
- If a tribal cultural resource is discovered, the construction contractor shall retain the services of a City-approved archaeologist. The City-approved archaeologist,

working under the direction of a Principal Investigator who meets the requirements of the Secretary of the Interior's Qualification Standards, and working with the Native American Tribal Representative shall evaluate the significance of the find pursuant to the Phase 2 investigation standards. If the archaeologist and the Native American Tribal Representative determine that the resource(s) may be significant, the resource(s) must be subject to a Phase 3 mitigation program. The Phase 3 mitigation program must be approved by the City of Hollister and SWRCB Division of Drinking Water for handling the resource, including, but not limited to: no action; avoidance of the resources; or data recovery.

The City-approved archaeologist and the Native American Tribal Representative shall be onsite during all project excavation, grading or other soil disturbance required to conduct the Phase 2, and if necessary, Phase 3 investigations. The City Planning Director, or designee, shall verify compliance before grading/construction in the vicinity of the find may be resumed.

4.12.5 References

Tremaine & Associates, Inc. 2024. Draft Cultural Resources Survey Report Valenzuela Water Project. August 2024.

4.13 Utilities and Service Systems

Would the project:

Issues	Determination
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less Than Significant Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less Than Significant Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less Than Significant Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact

4.13.1 Setting

4.13.1.1 Water Facilities

San Benito County Water District

There are three sources of water that supply municipal, rural, and agricultural land uses in the County. These include water purchased and imported from the Central Valley Project (CVP) by the San Benito County Water District (SBCWD), local surface water stored in and released from SBCWD owned and operated Hernandez and Paicines reservoirs, and local groundwater pumped from wells (San Benito County, 2015).

Groundwater is currently the main source of water supply in the County. Most groundwater is extracted from wells in the Gilroy-Hollister groundwater basin by agricultural users and domestic water providers. There are approximately 116 water purveyors in the County and the majority (73 percent) have only one or two groundwater wells (San Benito County, 2015).

The SBCWD District 4 covers part of the City and the unincorporated areas of the County, including the project area. The SBCWD owns two surface water treatment plants in the Hollister Urban Area (HUA) that deliver drinking water to Sunnyslope County Water District (SSCWD) and the City. The SBCWD also manages local and imported surface water through the San Benito River System and the San Felipe Distribution System (SBCWD, 2023).

City of Hollister Water Service Area

The SBCWD prepared the Urban Water Master Plan (UWMP) Environmental Impact Report (EIR) in 2011 and the UWMP Update in 2017, for the HUA. The UWMP designates areas of the City and its Sphere of Influence as within the City's water service area or within the SSCWD water service area. In 2023, the City obtained 42 percent of its potable drinking water from groundwater wells within the City and Cienega Valley, 9 percent from groundwater within the SSCWD, 11 percent from surface water, and 38 percent from the West Hills Water Treatment Plant (City of Hollister Water Department, 2023). The per capita water demand in the City in 2020 was 97 gallons per day (Hollister, 2020).

The UWMP projected water supply and demand for the service area for years 2015, 2020, 2025, 2030, and 2035. In all five analyzed years, the water demand and supply under Normal Year, Single Dry Year, and Multiple Dry Year Events were equal; thus, it was estimated that there would be no surplus or deficit in water supply. The HUA agencies have developed a Water Shortage Contingency Plan (WSCP) that would be implemented during a Single Dry Year Scenario. The WSCP details how the HUA would implement policies within its service area to reduce water demand in the event of a water supply shortage. Specifically, the WSCP includes a four-stage rationing plan with voluntary and mandatory rationing depending on the severity and duration of the water supply shortage occurring within the service area (SBCWD, 2017). In addition, the 2017 UWMP Update provides a comprehensive plan and implementation program to meet the existing and future water resource needs for the City and its Sphere of Influence and Planning Area.

Valenzuela Water System (VWS)

VWS is a small public water system supplied by a single well that services 15 residential units, approximately 74 residents, from Rancho Valenzuela. The VWS provides potable water, for both drinking and fire suppression purposes, through the same distribution system. Components of the existing VWS are summarized in Section 2, Project Description. As described, the water system was deemed ineffective by the SWRCB due to nitrate concentration levels which exceeded the MCL of 10.0 mg/L in 2018 (SWRCB 2011). Based on the per capita water demand, Rancho Valenzuela is

estimated to demand 7,178 gallons of water per day, or 8.0 acre-feet (AF) of water annually.[1]

4.13.1.2 Wastewater Facilities

The County's wastewater treatment plants are operated by four service providers: City of Hollister, City of San Juan Bautista, SSCWD, and Tres Pinos Water and Sewer District. Most of the unincorporated areas of the County lack public sewer infrastructure and instead are serviced by either community septic systems or individual septic systems and leach field disposal (San Benito County, 2015).

4.13.1.3 Solid Waste

The County, through the San Benito County Integrated Waste Management Regional Agency, administers a countywide exclusive franchise contract (including the Cities of Hollister and San Juan Bautista) for solid waste collection operations through one private hauling firm, Recology (San Benito County, 2015). No transfer or recycling stations exist in the County, and Recology uses curbside separation via separate carts for household garbage, green waste, and recyclables as the primary mode of collection.

The County has two active permitted solid waste facilities, RJR Recycling and John Smith Road Landfill (CalRecycle, 2024). The RJR Recycling facility, located at 1771 San Felipe Road in the City, is a medium volume transfer and processing facility. The John Smith Road landfill, located at 2650 John Smith Road in the City, is the only operating solid waste disposal facility within the County and serves the entire County. The landfill is a Class 3 active municipal solid waste (MSW) landfill and accepts household waste, construction and demolition debris, and other nonhazardous materials like vegetative debris (San Benito County, 2015). The John Smith Road landfill is located approximately 5 miles southeast of the project site.

4.13.1.4 Electrical Power, Natural Gas, and other Telecommunication Facilities

There are existing overhead electrical and communication lines within the proposed project area. The closest electric distribution substation to the proposed project is located 1.7 miles to the northeast between Gateway Drive and the Southern Pacific Railroad and is owned by Pacific Gas and Electric (PG&E) (CEC, 2022).

[1] Rancho Valenzuela water demand calculated as follows: 74 residents * 97 gallons per day = 7,178 gallons per day. 7,178 gallons per day = 2,619,970 gallons annually. 1 acre foot of water = 325,900 gallons. 2,619,970/325,900 = 8.0 acre-feet annually (rounded).

4.13.2 Discussion

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

WATER FACILITIES

Non-potable water use would be required for dust control during the construction of the proposed project. See Section 4.3, Air Quality, for more information regarding dust control project conditions and BMPs. Water supplies, potable and non-potable, during construction are typically trucked to the site from outside sources that supply water for construction activities. Potable water would be required during construction for the construction crew. Typically, potable water is brought to a site in bottles or other vessels. The need for additional water would cease upon construction completion. Construction of the proposed project would connect Rancho Valenzuela to the City's water system to bring the Rancho Valenzuela water supply up to current safe Drinking Water Act requirements, including requirements for nitrate.

Although Rancho Valenzuela is within the unincorporated areas of the County, the proposed project is located within the City's planning area, as identified within the City's General Plan. The proposed project would incorporate the residents into the City's water service area. Thus, the proposed project would connect to existing City's water system to provide potable and fire suppression water supplies to the 15 residential units at Rancho Valenzuela. This would require the installation of new water pipelines from Rancho Valenzuela within the Nash Road ROW, attached to the Nash Road Bridge over the San Benito River, and connected to the City's water system at the Nash Road/Westside Boulevard intersection.

The Rancho Valenzuela water demand of 8.0 AF annually would not change based on the connection to the City's water system. As discussed above, there is no water supply surplus; however, the 2017 UWMP Update provides a comprehensive plan and implementation program to meet the existing and future water resource needs for the HUA. For this proposed project, VWS, RCAC, and the City have worked together to confirm that the existing City's water system, within the program in place through the UWMP update would accommodate the Rancho Valenzuela water demand. Based on this confirmation and the analysis in this IS/MND, implementation of the proposed project would not result in the expanded water service causing significant environmental impacts. Thus, impacts would be less than significant, and no mitigation measures are required.

WASTEWATER FACILITIES

During construction, port-a-potties are typically used; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, project construction would not increase wastewater

services during construction. Once operational, wastewater infrastructure serving Rancho Valenzuela would not change compared to existing conditions. Thus, impacts would be less than significant, and no mitigation measures are required.

STORMWATER FACILITIES

Drainage patterns would remain similar to existing conditions during construction. The proposed project would implement stormwater runoff BMPs and comply with required construction permits, such as the NPDES and associated SWPPP. Therefore, the stormwater drainage systems would accommodate the proposed project during construction and no additional stormwater infrastructure would be required.

Operations would be the same as existing conditions, upon construction completion. As discussed in Section 4.10, Hydrology and Water Quality, the proposed project would not increase impervious surfaces; therefore, the proposed project would maintain the existing drainage patterns in the area. It would not change the surrounding land use in such a way that runoff would exceed the existing or planned stormwater drainage systems. No new or expanded wastewater facilities would be required. Operations would not generate stormwater or wastewater beyond what currently exists. Therefore, the proposed project would not increase the need for wastewater services. Impacts to wastewater facilities would be less than significant, and no mitigation measures are required.

ELECTRICAL POWER, NATURAL GAS, AND OTHER TELECOMMUNICATION FACILITIES

Construction equipment would be powered by fuel, often diesel, or by generators brought to the project site for construction purposes. Therefore, the construction of the proposed project would not result in the need for new or expanded electrical services. Overhead utilities would remain in service throughout the construction activities. Existing electric, natural gas, or telecommunications facilities in the project area are not anticipated to be affected or need to be relocated due to project implementation. The impact to these utilities would be less than significant, and no mitigation measures are required.

The proposed project would not increase the demand for electrical power, natural gas, or other telecommunication facilities because it is a water system upgrade project. Therefore, the proposed project would not require the expansion or construction of new electrical power, natural gas, or other telecommunication facilities. Impacts would be less than significant, and no mitigation measures are required.

b) Are sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The Rancho Valenzuela water demand of 8.0 AF annually would not change based on the connection to the City's water system. As discussed above, there is no water supply surplus; however, the 2017 UWMP Update provides a comprehensive plan and implementation program to meet the existing and future water resource needs for the

HUA. For this proposed project, VWS, RCAC, and the City have worked together to confirm that the existing City's water system, within the program in place through the UWMP update would accommodate the Rancho Valenzuela water demand. Therefore, impacts to water supply during normal, dry, and multiple dry years would be less than significant, and no mitigation measures are required.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project is a water system upgrade project. No restrooms are proposed as part of the proposed project. As discussed in Question a, above, during construction, port-a-potties are typically used at construction sites; however, they are removed once construction is completed. These facilities are operated by private companies that provide cleaning services; thus, the proposed project would not increase wastewater service demand during construction.

The proposed project would upgrade an existing water system to current safe Drinking Water Act requirements by connecting to the City's water system. Operations would not generate stormwater or wastewater beyond what currently exists. No new or expanded wastewater facilities would be required. Therefore, the proposed project would not generate permanent wastewater; thus, it would not require wastewater treatment services. No impact would occur, and no mitigation measures are required.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The proposed project would upgrade the existing VWS to current safe Drinking Water Act requirements by connecting Rancho Valenzuela to the existing City's water system. The proposed project would generate waste from construction activities; however, the proposed project would not result in a long-term increased demand for solid waste disposal services. Solid waste generated from construction activities would be collected by Recology and taken to the John Smith Road Landfill, located at 2650 John Smith Road in the City, approximately 5 miles southeast of the project site. As discussed above, the John Smith Road Landfill is the only operating solid waste landfill within the County and accepts household waste, construction and demolition debris, and other nonhazardous materials like vegetative debris. Construction debris generated by the proposed project would adhere to federal, State and local requirements pertaining to recycling and diversion of construction debris. The proposed project would not generate solid waste in excess or impair the attainment of solid waste reduction goals during construction and operation. Operations would not generate solid waste beyond what currently exists. Therefore, impacts would be less than significant, and no mitigation measures are required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The proposed project would comply with the 1989 California Integrated Waste Management Act (AB 939) requiring specific waste diversion goals for local agencies. All recyclable and organics collected from the project site during construction would be taken to the appropriate facilities. The contractor would comply with federal, State, and local waste management and reduction statutes and regulations. As discussed under question d, above, the proposed project would not generate substantial amounts of solid waste. Upon construction completion, the proposed project would not generate solid waste, and operations would be the same as existing conditions. Therefore, the proposed project, during construction and operation, would not conflict with federal, State, or local statutes and regulations related to solid waste. There would be no impact, and no mitigation measures are required.

4.13.3 References

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4.14 Mandatory Findings of Significance

Issues	Determination
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	Less Than Significant Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Less Than Significant with Mitigation Incorporated
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Less Than Significant with Mitigation Incorporated

4.14.1 Setting

Per CEQA regulations and guidelines, the Lead Agency must summarize the finding of significance from earlier sections and must consider potential cumulatively considerable effects for environmental impact reports (EIRs) and in the discussion section below. Even though this environmental document is an IS/MND and not an EIR, the potential for cumulatively considerable effects is analyzed below.

4.14.2 Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The information in Section 4.3, Biological Resources, of this IS/MND analyzes the potential effects of the proposed project on biological resources, including habitats, special-status plant species, and special-status wildlife species. The proposed project was determined to not have suitable habitat for special status wildlife and plant species

as the proposed project would occur within the existing Nash Road ROW. The proposed project would not directly impact nesting birds as there are no trees located in the proposed project impact area and none would be removed. However, noise and other disturbance caused by construction activities could indirectly impact nearby nesting birds. Implementation of the proposed project would not have the potential to substantially degrade the quality of the environment, substantially reduce habitat for fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate plant or animal community or reduce the number or restrict the range of special status wildlife and plant species. Impacts analyzed in this document were determined to be less than significant and no mitigation measures were required as concluded in Section 4.3, Biological Resources, of this IS/MND.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

This IS/MND identified impacts in the areas of construction noise, hazards and hazardous materials, and potential for discovery of unknown tribal cultural resources that individually are limited and require mitigation to ensure that the impacts would be reduced to a less than significant level both incrementally and cumulatively. Project conditions and BMPs have also been identified throughout this IS/MND that are considered design features of the proposed project. Where project conditions and BMPs do not avoid impacts, each resource topic (as applicable) in the IS/MND identifies mitigation measures that would be implemented to reduce both project specific impacts and ensure the proposed project would not have cumulatively considerable effects in conjunction with related projects.

MITIGATION MEASURES

Implementation of Mitigation Measures HAZ-1, HAZ-2, NOI-1, and TCR-1.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project is needed because the current potable and fire suppression water supply to Rancho Valenzuela is high in nitrates which exceeds the Safe Drinking Water Act for human exposure to nitrates in potable water. Once the proposed project is completed, the nitrate rich water supply would no longer be used and would no longer have potential direct adverse effects on residents of Rancho Valenzuela. Thus, the proposed project would result in a direct benefit to the residents of Rancho Valenzuela potable water supply.

This IS/MND identified impacts in the areas of construction noise, hazards/hazardous materials, and potential for discovery of unknown tribal cultural resources that require

mitigation to ensure that the impacts would be reduced to a less than significant level as not to affect the nearby population. Project conditions and BMPs have also been identified throughout this IS/MND that are considered design features of the proposed project. Overall, the IS/MND concludes that implementation of the proposed project would not have environmental effects which would cause substantial direct and indirect adverse effects on humans.

MITIGATION MEASURES

Implementation of Mitigation Measure HAZ-1, HAZ-2, NOI-1, and TCR-1.

5. List of Preparers and Reviewers

Draft IS/MND was prepared by Dewberry in cooperation with the other members of the environmental study team. Dewberry was responsible for project management and Draft IS/MND preparation. The Draft IS/MND technical team and other environmental study team members provided technical expertise, as presented below.

CEQA Lead Agency – City of Hollister

Public Works Director	William Via

Rural Community Assistance Corporation (RCAC)

Rural Development Specialist	Mark Cubbon

Coleman Engineering

Project Manager	Scott Woodland

Dewberry

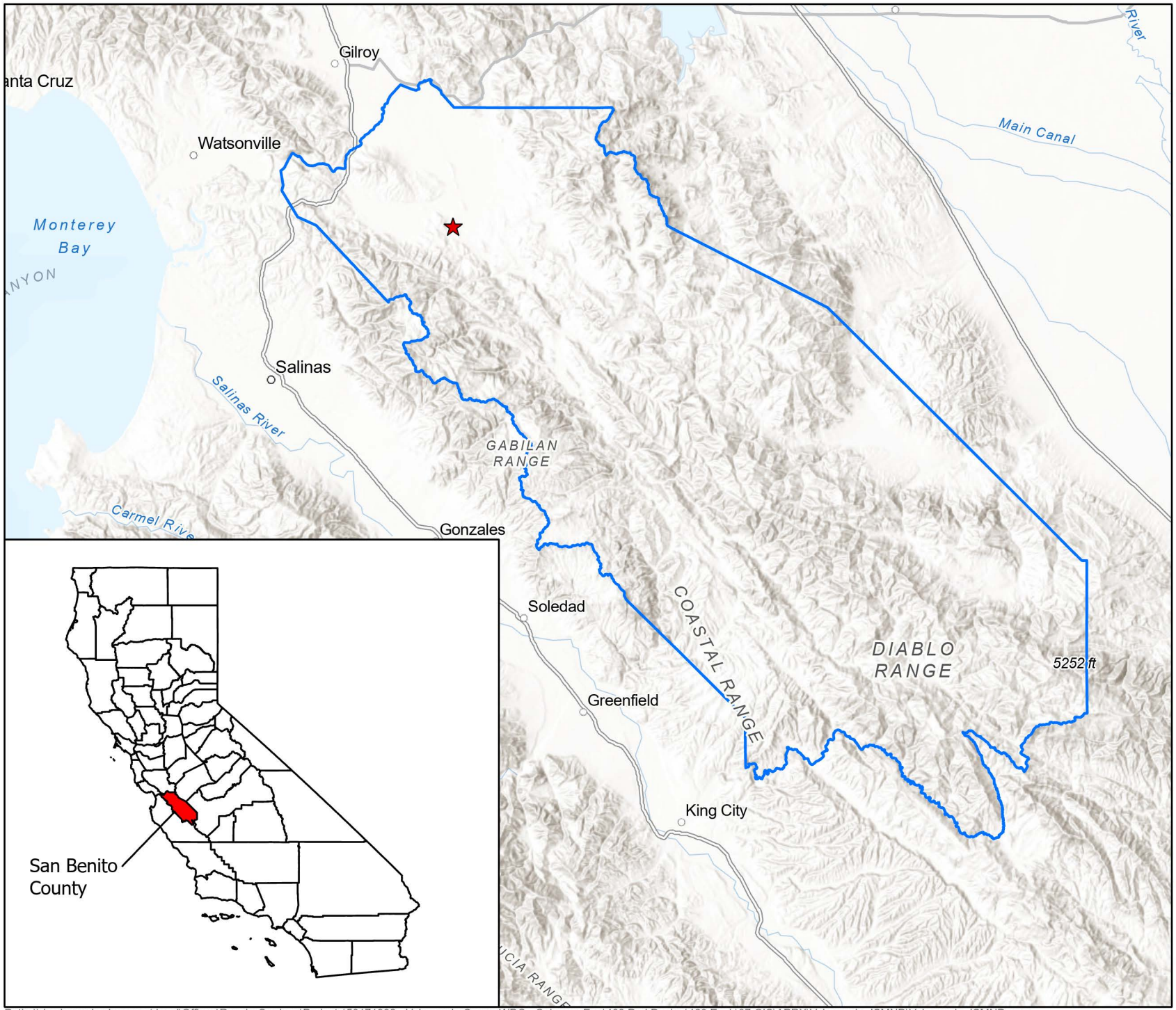
Principal in Charge	Jeff Bray
Environmental Project Manager	Christa Redd
Senior Environmental Scientist	Chris Graham
Senior Biologist/Environmental Scientist	Jeff Bray
Senior Environmental Scientist/Cultural Resources	Jennifer Howry
Staff Environmental Scientist	Isabella Ciraulo
Graphics/GIS Specialist	Isabella Ciraulo
Graphics/GIS Specialist	Aren Der-Gevorgian

Tremaine & Associates

Principal in Charge	Kim Tremaine
Archaeologist	Kirby Page-Schmit

Appendix A
Figures

Regional Location



Valenzuela Water System Upgrade Project
Hollister, CA

Figure 2-1

Legend

- Project Location
- San Benito County

0 12 Miles

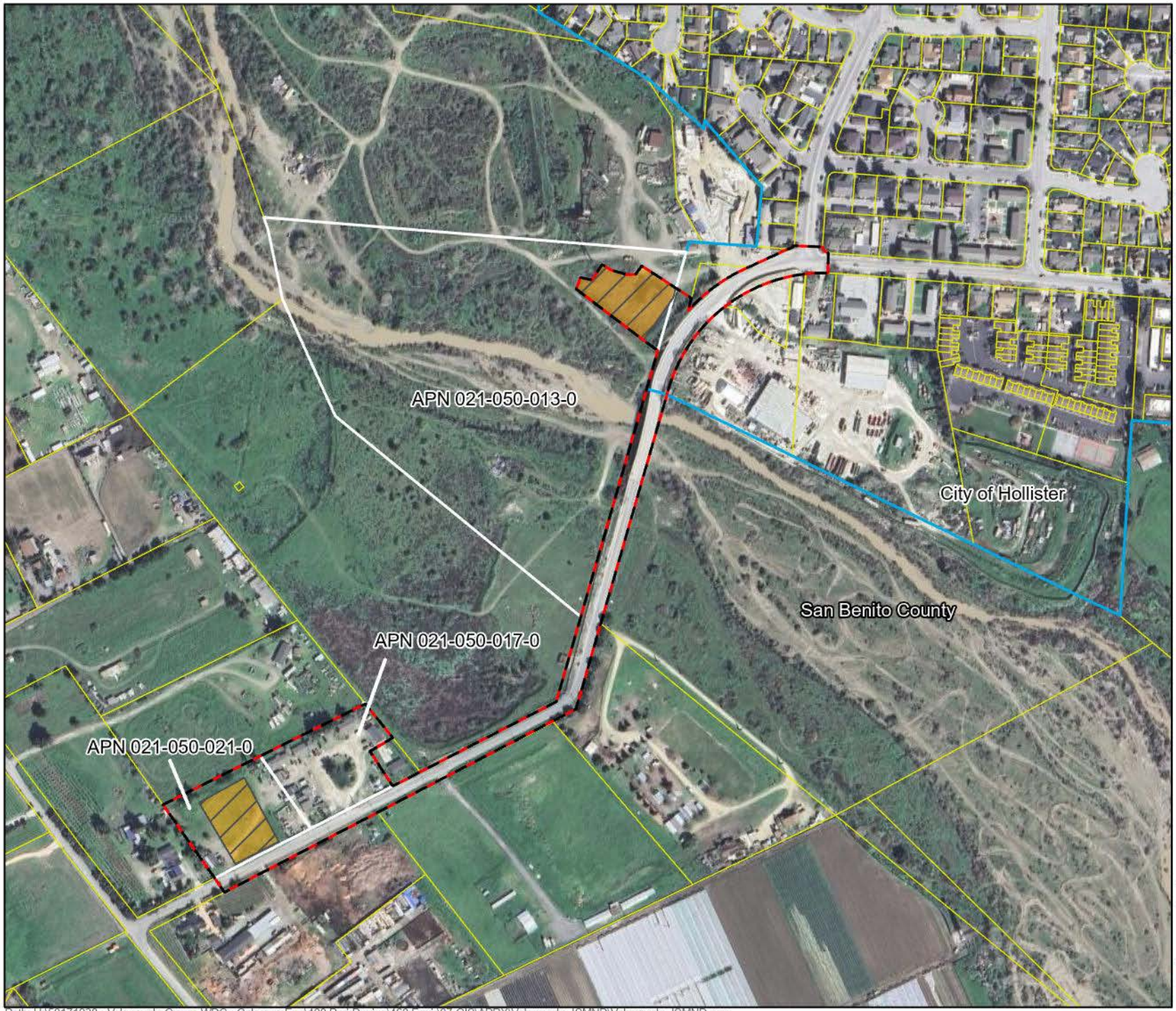
N

Author: A. Der-Gevorgian
Last updated on Friday, August 16, 2024

Dewberry

Path: \\dewberry.dewberryroot.local\Offices\RanchoCordova\Projects\50171938 - Valenzuela Comm WDC - Coleman Eng\400 Proj Design\460 Envir\07 GIS\APRX\Valenzuela_ISMND\Valenzuela_ISMND.aprx

Project Vicinity



Valenzuela Water System Upgrade Project
Hollister, CA

Figure 2-2

Legend

- Project Area
- Proposed Construction Staging Areas
- Parcels

0 400 Feet

N

Author: A. Der-Gevorgian
Last updated on Thursday, August 29, 2024

Dewberry

Path: U:\50171938 - Valenzuela Comm WDC - Coleman Eng\400 Proj Design\460 Envir\07 GIS\APRX\Valenzuela_ISMND\Valenzuela_ISMND.aprx

Vegetation Communities and Land Uses

Valenzuela Water System Upgrade Project
Hollister, CA

Figure 4.3-1

Legend

Project Area (8.8 ac)

Vegetation Communities

Developed (7.5 ac)

Ruderal (1.3 ac)

0 300 Feet

N

Author: A. Der-Gevorgian
Last updated on Thursday, August 29, 2024

Dewberry

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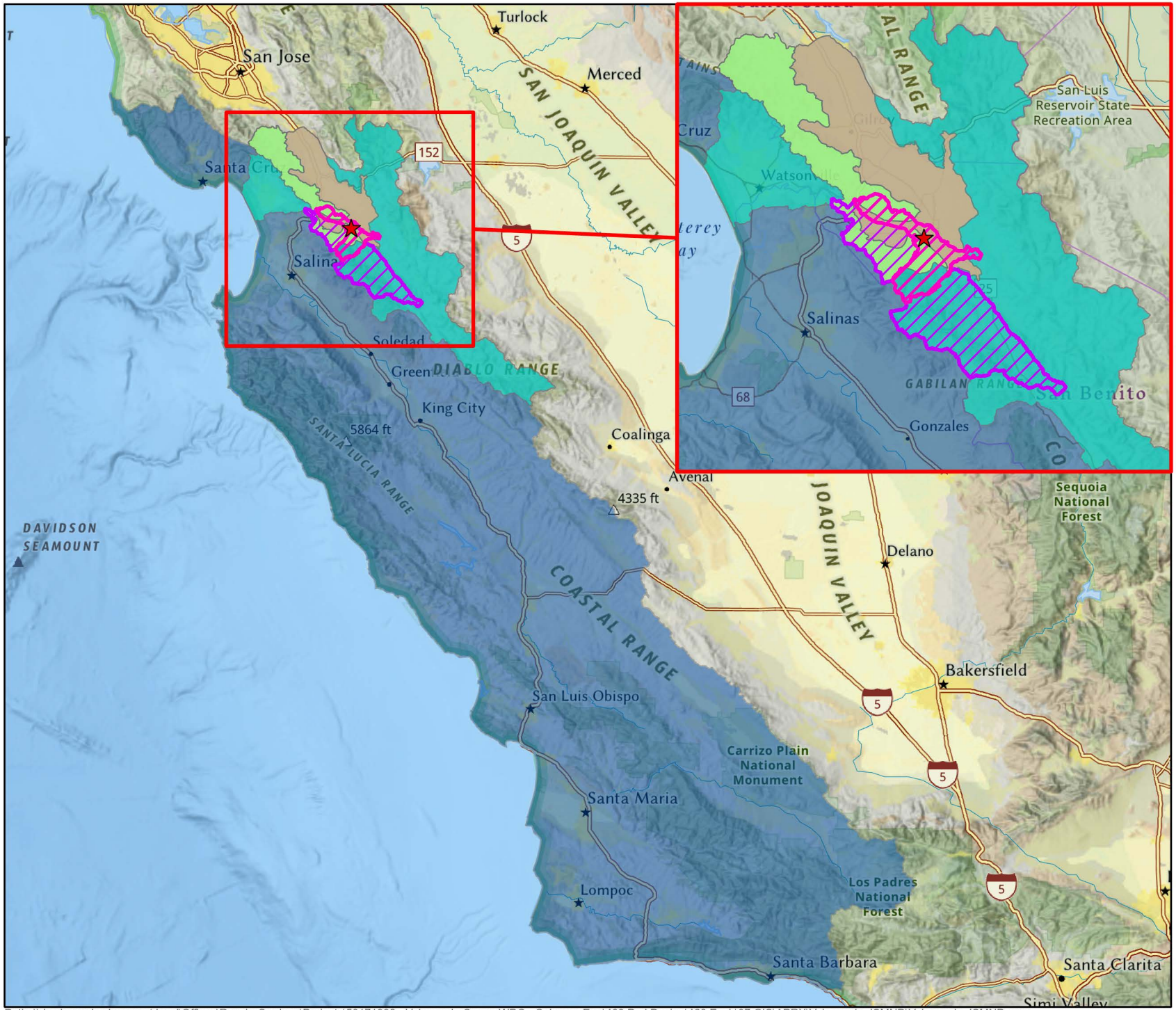
Hydrology



Valenzuela Water System Upgrade Project
Hollister, CA

Figure 4.8-1

Legend

- Project Location
- Bird Creek-San Benito River Subwatershed
- Lower San Benito River Watershed
- Santa Cruz Mountains Hydrologic Area (HA)
- South Santa Clara Valley Hydrologic Area (HA)
- Pajaro River Hydrologic Unit (HU)
- Central Coast Hydrologic Region (HR)

0 30 Miles

N

Author: I. Ciraulo
Last updated on Friday, August 16, 2024

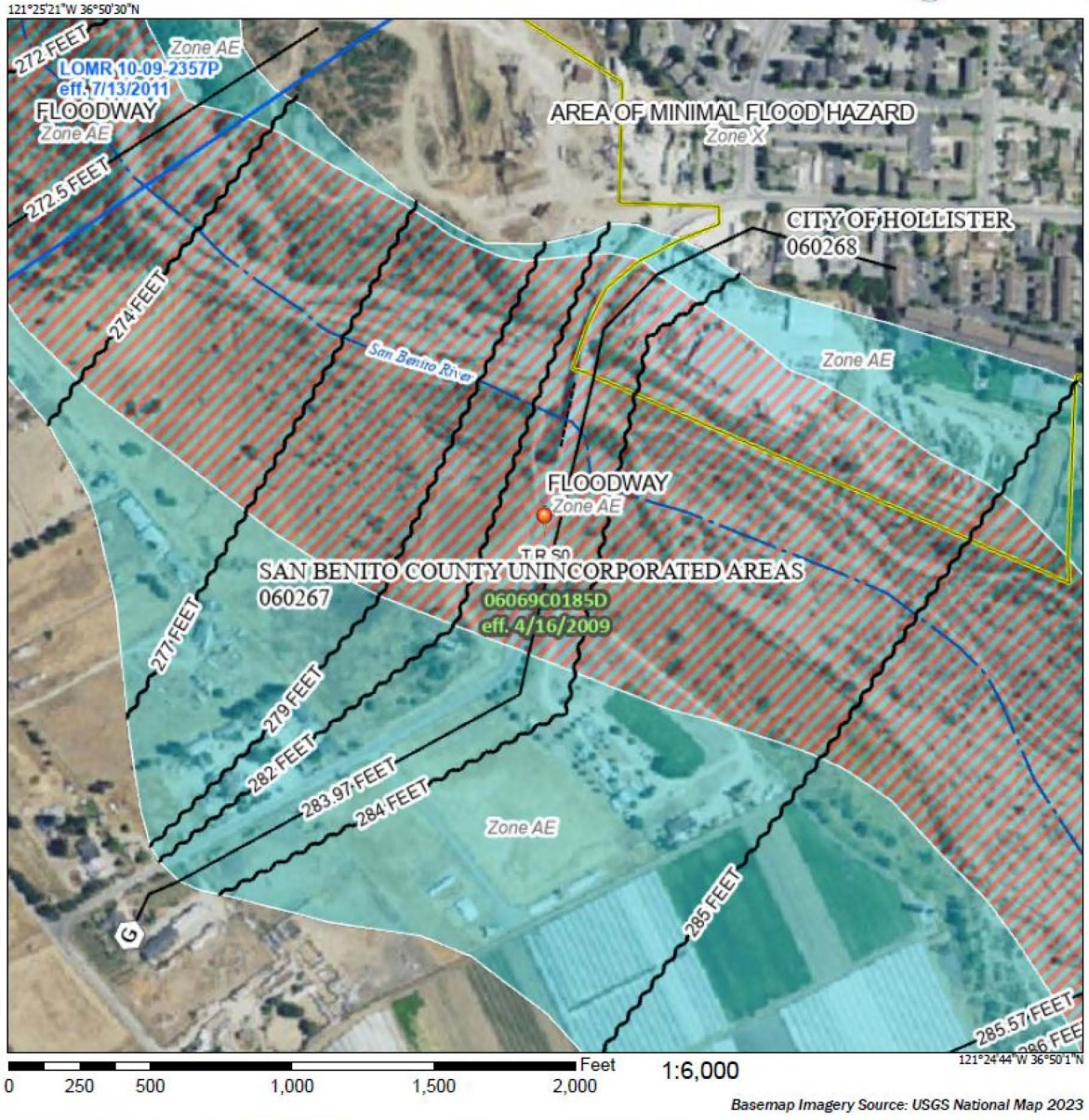
Dewberry

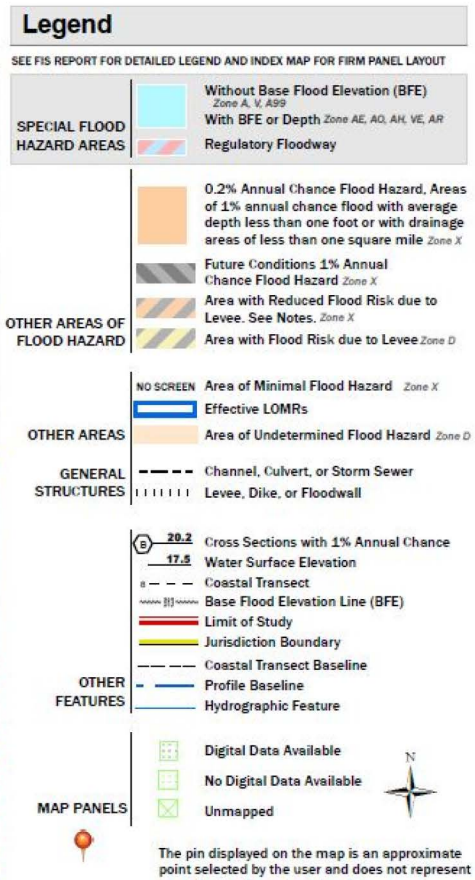
Path: \\dewberry.dewberryroot.local\Offices\RanchoCordova\Projects\50171938 - Valenzuela Comm WDC - Coleman Eng\400 Proj Design\460 Envir\07 GIS\APRX\Valenzuela_ISMND\Valenzuela_ISMND.aprx

FEMA Floodplain

Valenzuela Water System Upgrade Project
Hollister, CA

Figure 4.8-2





Author: I. Ciraulo
Last updated on Monday, August 19, 2024

Dewberry

Appendix B
Air Quality and Greenhouse Gas Emissions Modeling

Valenzuela Water System Upgrade Project Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Valenzuela Water System Upgrade Project
Construction Start Date	4/1/2026
Lead Agency	City of Hollister
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	15.6
Location	36.836772166667174, -121.41789980158481
County	San Benito
City	Unincorporated
Air District	Monterey Bay ARD
Air Basin	North Central Coast
TAZ	3106
EDFZ	6
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.26

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
User Defined Linear	0.51	Mile	8.40	0.00	—	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.79	0.66	4.67	6.21	0.01	0.17	0.00	0.17	0.15	0.00	0.15	—	1,461	1,461	0.06	0.01	0.00	1,466
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.57	0.48	4.59	6.88	0.01	0.19	0.00	0.19	0.18	0.00	0.18	—	1,046	1,046	0.04	0.01	0.00	1,049
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.28	0.24	1.81	2.47	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	—	457	457	0.02	< 0.005	0.00	459
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.05	0.04	0.33	0.45	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	—	75.7	75.7	< 0.005	< 0.005	0.00	75.9

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.79	0.66	4.67	6.21	0.01	0.17	0.00	0.17	0.15	0.00	0.15	—	1,461	1,461	0.06	0.01	0.00	1,466

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.57	0.48	4.59	6.88	0.01	0.19	0.00	0.19	0.18	0.00	0.18	—	1,046	1,046	0.04	0.01	0.00	1,049
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.28	0.24	1.81	2.47	< 0.005	0.06	0.00	0.06	0.06	0.00	0.06	—	457	457	0.02	< 0.005	0.00	459
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2026	0.05	0.04	0.33	0.45	< 0.005	0.01	0.00	0.01	0.01	0.00	0.01	—	75.7	75.7	< 0.005	< 0.005	0.00	75.9

3. Construction Emissions Details

3.1. Linear, Grading/Trenching/Excavation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.79	0.66	4.67	6.21	0.01	0.17	—	0.17	0.15	—	0.15	—	1,461	1,461	0.06	0.01	—	1,466
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.14	0.12	0.85	1.12	< 0.005	0.03	—	0.03	0.03	—	0.03	—	264	264	0.01	< 0.005	—	265
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.15	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	—	43.7	43.7	< 0.005	< 0.005	—	43.9
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Utility Installation (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	2.88	3.90	0.01	0.09	—	0.09	0.09	—	0.09	—	545	545	0.02	< 0.005	—	546
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.44	0.37	2.88	3.90	0.01	0.09	—	0.09	0.09	—	0.09	—	545	545	0.02	< 0.005	—	546
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.69	0.93	< 0.005	0.02	—	0.02	0.02	—	0.02	—	130	130	0.01	< 0.005	—	130
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.13	0.17	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	21.5	21.5	< 0.005	< 0.005	—	21.6
Dust From Material Movement	—	—	—	—	—	—	0.00	0.00	—	0.00	0.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.5. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.57	0.48	4.59	6.88	0.01	0.19	—	0.19	0.18	—	0.18	—	1,046	1,046	0.04	0.01	—	1,049
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01	—	63.0	63.0	< 0.005	< 0.005	—	63.2

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.4	10.4	< 0.005	< 0.005	—	10.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Remove	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Linear, Grading/Trenching/Excavation	Linear, Grading & Excavation	4/1/2026	7/1/2026	5.00	66.0	—
Utility Installation	Linear, Drainage, Utilities, & Sub-Grade	7/2/2026	11/1/2026	5.00	87.0	—
Paving	Linear, Paving	11/2/2026	12/1/2026	5.00	22.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Linear, Grading/Trenching/Excavation	Off-Highway Trucks	Diesel	Average	1.00	5.00	376	0.38
Linear, Grading/Trenching/Excavation	Off-Highway Tractors	Diesel	Average	1.00	6.00	38.0	0.44
Linear, Grading/Trenching/Excavation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Linear, Grading/Trenching/Excavation	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50
Utility Installation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	5.00	84.0	0.37
Utility Installation	Trenchers	Diesel	Average	1.00	6.00	40.0	0.50
Utility Installation	Welders	Diesel	Average	1.00	8.00	46.0	0.45

Paving	Pavers	Diesel	Average	1.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	8.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Paving	—	—	—	—
Paving	Worker	0.00	10.8	LDA,LDT1,LDT2
Paving	Vendor	0.00	7.90	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Linear, Grading/Trenching/Excavation	—	—	—	—
Linear, Grading/Trenching/Excavation	Worker	0.00	10.8	LDA,LDT1,LDT2
Linear, Grading/Trenching/Excavation	Vendor	0.00	7.90	HHDT,MHDT
Linear, Grading/Trenching/Excavation	Hauling	0.00	20.0	HHDT
Linear, Grading/Trenching/Excavation	Onsite truck	—	—	HHDT
Utility Installation	—	—	—	—
Utility Installation	Worker	0.00	10.8	LDA,LDT1,LDT2
Utility Installation	Vendor	0.00	7.90	HHDT,MHDT
Utility Installation	Hauling	0.00	20.0	HHDT
Utility Installation	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Linear, Grading/Trenching/Excavation	—	—	8.40	0.00	—
Utility Installation	—	—	8.40	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
User Defined Linear	8.40	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2026	0.00	204	0.03	< 0.005

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	11.3	annual days of extreme heat
Extreme Precipitation	2.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	33.1	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2

Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	20.8
AQ-PM	1.12
AQ-DPM	25.0
Drinking Water	67.3
Lead Risk Housing	23.0
Pesticides	62.5
Toxic Releases	10.3
Traffic	30.9
Effect Indicators	—
CleanUp Sites	84.2
Groundwater	86.1

Haz Waste Facilities/Generators	99.3
Impaired Water Bodies	51.2
Solid Waste	42.3
Sensitive Population	—
Asthma	66.9
Cardio-vascular	94.3
Low Birth Weights	67.2
Socioeconomic Factor Indicators	—
Education	46.5
Housing	31.2
Linguistic	60.2
Poverty	28.2
Unemployment	56.2

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	63.94199923
Employed	87.75824458
Median HI	62.04285898
Education	—
Bachelor's or higher	46.81124086
High school enrollment	24.76581548
Preschool enrollment	35.44206339
Transportation	—
Auto Access	63.41588605
Active commuting	40.29257026

Social	—
2-parent households	74.43859874
Voting	63.46721417
Neighborhood	—
Alcohol availability	68.45887335
Park access	23.02065957
Retail density	20.09495701
Supermarket access	64.39112024
Tree canopy	19.55601181
Housing	—
Homeownership	36.66110612
Housing habitability	44.41165148
Low-inc homeowner severe housing cost burden	54.54895419
Low-inc renter severe housing cost burden	70.02438085
Uncrowded housing	50.73784165
Health Outcomes	—
Insured adults	61.5167458
Arthritis	0.0
Asthma ER Admissions	36.9
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	72.3
Cognitively Disabled	62.4
Physically Disabled	45.1

Heart Attack ER Admissions	20.8
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0
Pedestrian Injuries	19.6
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	40.5
Elderly	56.5
English Speaking	37.8
Foreign-born	29.8
Outdoor Workers	59.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	56.1
Traffic Density	45.4
Traffic Access	0.0
Other Indices	—
Hardship	46.3
Other Decision Support	—
2016 Voting	76.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	66.0
Healthy Places Index Score for Project Location (b)	65.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Project Details	Project specific information.
Construction: Construction Phases	Project specific details.
Construction: Off-Road Equipment	Project specific.

Appendix C
Special Status Wildlife/Plant Species List

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Hollister (3612174) OR Three Sisters (3612183) OR Tres Pinos (3612173) OR San Felipe (3612184) OR Chittenden (3612185) OR San Juan Bautista (3612175) OR Natividad (3612165) OR Mt. Harlan (3612164) OR Paicines (3612163))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Ambystoma californiense pop. 1 California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
Anniella pulchra Northern California legless lizard	ARACC01020	None	None	G3	S2S3	SSC
Antrozous pallidus pallid bat	AMACC10010	None	None	G4	S3	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Arctostaphylos gabilanensis Gabilan Mountains manzanita	PDERI042X0	None	None	G1	S1	1B.2
Arctostaphylos pajaroensis Pajaro manzanita	PDERI04100	None	None	G1	S1	1B.1
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S2	SSC
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G2G3	S1S2	
Branchinecta lynchi vernal pool fairy shrimp	ICBRA03030	Threatened	None	G3	S3	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Castilleja rubicundula var. rubicundula pink creamsacs	PDSCR0D482	None	None	G5T2	S2	1B.2
Centromadia parryi ssp. congdonii Congdon's tarplant	PDAST4R0P1	None	None	G3T2	S2	1B.1
Chorizanthe pungens var. pungens Monterey spineflower	PDPGN040M2	Threatened	None	G2T2	S2	1B.2
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G4	S2	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Coturnicops noveboracensis yellow rail	ABNME01010	None	None	G4	S2	SSC
Deinandra halliana Hall's tarplant	PDAST4R0C0	None	None	G3	S3	1B.2
Dipodomys venustus elephantinus big-eared kangaroo rat	AMAFD03041	None	None	G4T2	S3	
Dipodomys venustus venustus Santa Cruz kangaroo rat	AMAFD03042	None	None	G4T1	S1	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Emys marmorata western pond turtle	ARAAD02030	Proposed Threatened	None	G3G4	S3	SSC
Eremophila alpestris actia California horned lark	ABPAT02011	None	None	G5T4Q	S4	WL
Ericameria fasciculata Eastwood's goldenbush	PDAST3L080	None	None	G2	S2	1B.1
Eriogonum heermannii var. occidentale western Heermann's buckwheat	PDPGN082P6	None	None	G5T2	S2	1B.2
Eriogonum nortonii Pinnacles buckwheat	PDPGN08470	None	None	G2	S2	1B.3
Eryngium aristulatum var. hooveri Hoover's button-celery	PDAPI0Z043	None	None	G5T1	S1	1B.1
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G4G5T4	S3S4	SSC
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Falco columbarius merlin	ABNKD06030	None	None	G5	S3S4	WL
Falco mexicanus prairie falcon	ABNKD06090	None	None	G5	S4	WL
Fritillaria liliacea fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S2	
Helminthoglypta sequoicola consors redwood shoulderband	IMGASC2421	None	None	G2T1	S1	
Hoita strobilina Loma Prieta hoita	PDFAB5Z030	None	None	G2?	S2?	1B.1
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S4	SSC
Lasiurus cinereus hoary bat	AMACC05032	None	None	G3G4	S4	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Lasiurus frantzii western red bat	AMACC05080	None	None	G4	S3	SSC
Lavinia exilicauda harengus Monterey hitch	AFCJB19013	None	None	G4T3	S3	SSC
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Malacothamnus aboriginum Indian Valley bushmallow	PDMAL0Q020	None	None	G3	S3	1B.2
Malacothamnus hallii Hall's bushmallow	PDMAL0Q0F0	None	None	G2	S2	1B.2
Masticophis flagellum ruddocki San Joaquin coachwhip	ARADB21021	None	None	G5T2T3	S3	SSC
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
North Central Coast Drainage Sacramento Sucker/Roach River North Central Coast Drainage Sacramento Sucker/Roach River	CARA2623CA	None	None	GNR	SNR	
Oncorhynchus mykiss irideus pop. 9 steelhead - south-central California coast DPS	AFCHA0209H	Threatened	None	G5T2Q	S2	SSC
Optioservus canus Pinnacles optioservus riffle beetle	IICOL5E020	None	None	G2	S1	
Plagiobothrys diffusus San Francisco popcornflower	PDBOR0V080	None	Endangered	G1Q	S1	1B.1
Plagiobothrys glaber hairless popcornflower	PDBOR0V0B0	None	None	GX	SX	1A
Puccinellia simplex California alkali grass	PMPOA53110	None	None	G2	S2	1B.2
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S3	
Spea hammondii western spadefoot	AAABF02020	Proposed Threatened	None	G2G3	S3S4	SSC
Streptanthus albidus ssp. peramoenus most beautiful jewelflower	PDBRA2G012	None	None	G2T2	S2	1B.2
Sycamore Alluvial Woodland Sycamore Alluvial Woodland	CTT62100CA	None	None	G1	S1.1	
Taricha torosa Coast Range newt	AAAAF02032	None	None	G4	S4	SSC
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	
Vulpes macrotis mutica San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S3	

Record Count: 62

Appendix D
List of Technical Studies

The following technical studies were used in the preparation of this document are available upon request. For copies of these documents, please contact:

William Via
Public Works Director
(831) 636-4370
william.via@hollister.ca.gov

Please note that any studies documenting known and potential cultural resources in the proposed project area will not be made available to the public to protect Native American tribal rights and interests.

- Tremaine & Associates, *Draft Cultural Resources Survey Report Valenzuela Water Project County of San Benito Hollister, California*. August 2024.
- EDR, *Environmental Database Resources, Inc. (EDR) Report*. October 25, 2022.
- Dewberry, *Initial Site Assessment (ISA) Checklist*. February 28, 2023.

Appendix E
Responses to Comments
(Reserved)