

14.0

LAND USE

This chapter provides an evaluation of the potential land use effects arising from implementation of the proposed 2035 San Benito County General Plan (2035 General Plan). As established in the Notice of Preparation for the proposed 2035 General Plan (see [Appendix A, Notice of Preparation](#)), development and other activities resulting from implementation of the 2035 General Plan may result in conflicts with other land use plans applicable in San Benito County (County).

The following environmental evaluation includes a review of all land uses, programs, and policies potentially affected by the adoption of the 2035 General Plan in the County. The evaluation is based on comparing existing land uses and the proposed conditions that may affect land uses or result in conflicting land uses and as otherwise required under the applicable CEQA thresholds.

Potential land use impacts were determined by comparing proposed 2035 General Plan land use designations and likely development under the project to the existing land uses based on CEQA assessment criteria. The 2035 General Plan includes three diagrams that collectively comprise the Land Use Diagram (see Chapter 3), as follows:

- [Figure 3-3](#) (2035 General Plan Figure 3-1): Land Use Diagram (Countywide). This diagram shows land use designations for the entire County, including the New Community Study Areas and Wine/Hospitality Priority Area.
- [Figure 3-4](#) (2035 General Plan Figure 3-2): Land Use Diagram (North County Detail). This diagram is a detail of the land use designations in the northern part of the County, primarily the Hollister and San Juan valleys and surrounding areas.

- **Figure 3-5** (2035 General Plan Figure 3-3): Land Use Diagram (Census-Designated Places Detail). This diagram is detail of the land use designations of the Census-Designated Places in the County: Aromas, Ridgemark, and Tres Pinos.

14.1 SETTING

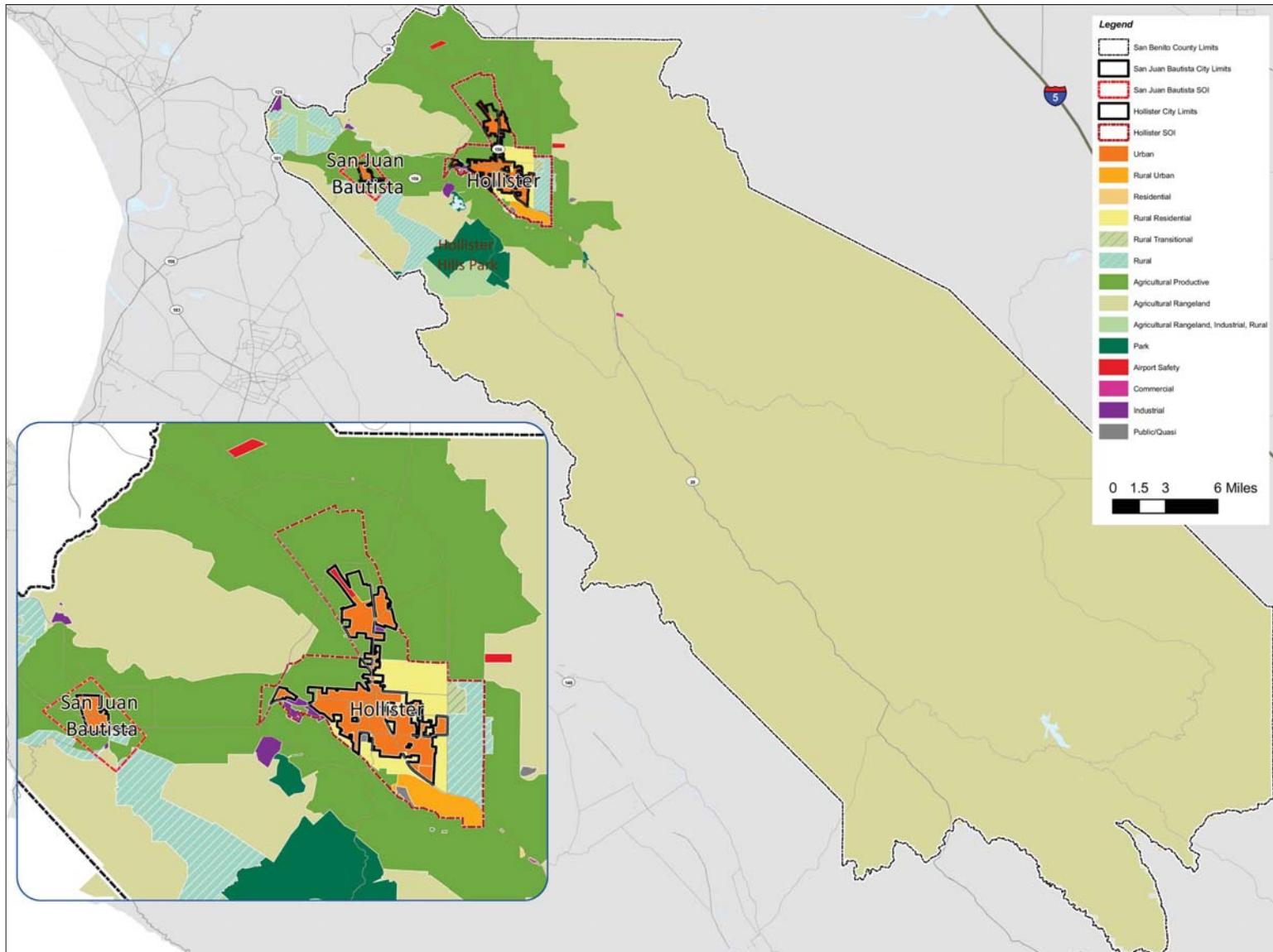
The County environmental and regulatory settings with respect to land use described below are based on the General Plan Background Report (San Benito County 2010b). Pursuant to State CEQA Guidelines §15150, this document is incorporated into this RDEIR by reference as though fully set forth herein. Where necessary, information originating from the Report has been updated with the best available and most current data, as previously discussed in Section 4.3. The Report is available for download at: www.sanbenitogpu.com/docs.html. Copies of the Report may be viewed during standard business hours (8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 5:00 p.m.), Monday through Thursday, at the San Benito County Planning and Building Department, 2301 Technology Parkway, Hollister, California 95023. County offices are closed to the public on Fridays.

14.1.1 Environmental Setting

Existing land uses for all parcels within unincorporated County are summarized in Chapter 3. Unincorporated land within the County accounts for approximately 882,675 acres or 99.5 percent of all land in the County, while incorporated cities account for roughly 4,044 acres or approximately 0.5 percent. **Figure 14-1** illustrates the unincorporated County's existing land use diagram. Agriculture, which includes grazing, is the predominant use, totaling approximately 734,826 acres or 83.2 percent of the unincorporated County. The County has a significant amount of land, over 78,931 acres (8.9 percent of the unincorporated County), owned by city, State, and Federal governments. Residential land accounts for only approximately 9,668 acres or 1.1 percent of existing land use in the unincorporated County.

Agriculture

Agriculture is the predominant land use in the County, totaling approximately 734,826 acres or 83.2 percent of the unincorporated County. **Figure 14-1** illustrates the geographic distribution of the agricultural uses. Grazing is the predominant agricultural use and accounts for about 70 percent of all land uses in the unincorporated County. **Table 3-1** in Chapter 3 includes eleven categories of agricultural land use: crops, dry farming, facility, general, grazing, nursery, recreation, resource, livestock, orchard, and vineyard.



Source: San Benito County Geographic Information Systems Data 2009



Figure 14-1
Existing Land Use Diagram

2035 San Benito County General Plan Revised DEIR

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After grazing, the largest other agricultural land uses include general agriculture and crops (approximately 86,391 acres combined), dry farming (approximately 13,906 acres), vineyards (approximately 9,512 acres), and orchards (approximately 6,420 acres). See Chapter 6 for a detailed analysis of agriculture in the County.

Commercial

Commercial land uses include a range of general service uses such as restaurants, banks, auto repair shops, offices, grocery or convenience stores, car washes, medical facilities, mobile home parks, and recreation uses. Outside the incorporated cities there are only approximately 1,633 acres of commercial land in the County. Commercial recreation uses, such as golf courses and campgrounds, account for about 76 percent of these commercial uses. As [Table 3-1](#) indicates, there are only about 69 parcels of general commercial or service commercial uses in the unincorporated County.

Industrial

Industrial uses include heavy industrial, industrial, industrial farming, industrial food, and mines or quarries. There are approximately 2,737 acres of industrial uses in the unincorporated County. General industrial uses, such as lumber yards, machine shops, and warehouses account for about 30 percent of all industrial uses. There are about 12 parcels or approximately 1,305 acres of land used for mining or quarries which mostly extract sand and gravel. The County also has approximately 483 acres that are used for explosives or chemical manufacturing.

Residential

Residential land accounts for only about 9,639 acres or 1.1 percent of existing land use in the unincorporated County. Residential land uses in the County include rural residential, residential, single family, multi family, and mobile homes ([Table 3-1](#)). Residential and rural residential uses account for about 87 percent of all residential uses. Single family residential uses, by comparison, account for about 791 acres in the unincorporated County. Mobile homes (approximately 420 acres) and mobile home parks (approximately 23 acres) are also common forms of residential land use in unincorporated County. There are only approximately 36 acres of multi-family residential uses in unincorporated County.

Vacant

Vacant land is defined as land without structures or other improvements and not in active agricultural production. There are four categories of vacant land: agriculture, commercial, industrial, and residential. The majority of vacant land is non-productive agricultural land which accounts for approximately 3,743 acres or 65 percent of all vacant land. The County has only about seven acres of vacant commercial land and only about 20 acres of vacant industrial land.

Other

The Other land use category includes infrastructure, miscellaneous, public/quasi-public (i.e., airports and schools), parks/resource management, and “unknown” land. The County has a significant amount of land (approximately 110,036 acres) categorized as “unknown,” which includes over 76,743 acres (70 percent) of parks owned by city, state, and federal governments, including the Clear Creak Management Area (about 50,000 acres) held by the Bureau of Land Management, Pinnacles National Monument (about 20,000 acres), and Hollister Hills State Park (about 6,185 acres).

14.1.2 Regulatory Setting

State

- **California Constitution, Article XI, Section 7.** Among other things, cities and Counties are empowered to make and enforce local police, sanitary, and other ordinances and regulations, not in conflict with the general laws of the State of California under Article XI, Section 7, of the California Constitution. This broad “police power” enables the County to adopt and enforce the 2035 General Plan as well as the provisions in its local County Code.
- **General Plan Law (California Government Code, Title 7, Division 1, Chapter 3, Article 5, § 65300 et seq.).** California Government Code section 65300 regulates the substantive and topical requirements of general plans. State law requires each city and County to adopt a “comprehensive, long-term general plan for the physical development of the County or city, and of any land outside its boundaries which . . . bears relation to its planning.”
- **Housing Element Law (California Government Code, Title 7, Division 1, Chapter 3, Article 10.6, § 65580 et seq.).** The State has established detailed legal requirements for the general plan housing element, above and beyond the requirements set forth in Government Code § 65300. State law requires each city and County to prepare and maintain a current housing element as part of the community’s general plan in order to attain a statewide goal of providing “decent housing and a suitable living environment for every Californian.”
- **Safety Element Law (Government Code, §§ 65302 (g) and 65302.7).** Similar to housing elements, the State has adopted detailed requirements for the safety element.
- **Specific Plan Law (California Government Code, Title 7, Division 1, Chapter 3, Article 7, § 65450 et seq.).** California Government Code regulates the substantive and topical requirements of specific plans. A specific plan is a tool for the systematic

implementation of the general plan, and establishes a link between implementing policies of the general plan and the individual development proposals in a defined area.

- **State Aeronautics Act pertaining to Airport Land Use Commissions (California Public Utilities Code, Division 9, Part 1, Chapter 4, Article 3.5, § 21670 et seq.).** Provides the statutory authority for establishment of airport land use commissions in each County. Section 21675 requires that the commission adopt a land use compatibility plan (CLUP) for each public airport and for the surrounding area.
- **Regional Housing Allocation (California Government Code §65584).** Establishes that city and County regional housing needs must include the housing needs of persons at all income levels within the area significantly affected by a general plan of the city or County.
- **Planning and Zoning Law (California Government Code, Title 7, Division 1, Chapter 4, § 65860 et seq.).** Establishes requirements for local zoning regulations. Under § 65860, a County's zoning provisions must be consistent with the general plan.

Regional

- **Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (California Government Code Title 5, Division 3, §56000 et seq.).** The Cortese-Knox-Hertzberg Local Government Reorganization Act is the most significant reform to local government reorganization law since the 1963 statute that created a LAFCO in each County. Although LAFCOs are not permitted to directly regulate land use, LAFCOs govern boundary changes actions such as city annexations and the formation of special districts as well as other decision related thereto (e.g., establishing spheres of influence for local agencies), with the fundamental purpose of helping to facilitate logical and orderly growth. The Act requires LAFCOs to conduct municipal service reviews (MSR) for specified public agencies under their jurisdiction in order to evaluate the agency's ability to provide adequate public services. The San Benito LAFCO last conducted a Countywide MSR in 2007. In February 2010, San Benito LAFCO expanded the City of San Juan Bautista's SOI by approximately 357 acres.
- **Airport Land Use Commission (ALUC).** The San Benito ALUC updated the 2001 *Hollister Municipal Airport Land Use Compatibility Plan* in 2012, and adopted the *Frazier Lake Airpark Comprehensive Land Use Plan* in 2001.
- **Association of Monterey Bay Area Governments (AMBAG).** AMBAG is the designated Regional Transportation Planning Agency in the County and is responsible for preparing and administering state and federal transportation plans for the tri-County region (i.e., Monterey, Santa Cruz, and San Benito), and allocating existing and projected regional

housing needs for the counties. In 2014, AMBAG approved its first Sustainable Community Strategy (SCS) as required under SB 375. AMBAG's SCS sets forth a forecasted development pattern for the region, including San Benito County, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce greenhouse gas (GHG) emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by the California Air Resources Board (CARB). The SCS cannot dictate local general plan policies. (See Government Code section 65080(b)(2)(j)). Rather, the SCS is intended to provide a regional policy foundation that local governments may build upon as they choose. A SCS represents a voluntary growth strategy that retains local government land use autonomy. Neither SB 375 nor any other law requires local member agency general plans or land use regulation to implement the land use policies in the SCS.

- **Council of San Benito County Governments (SBCOG).** The SBCOG is a joint-powers authority, formed between the County of San Benito and the Cities of Hollister and San Juan Bautista pursuant to the joint exercise of powers provision of California Government Code § 6500-6522. It is the County's regional transportation planning agency. SBCOG coordinates with the County and the Cities of Hollister and San Juan Bautista to plan and fund transportation improvement projects. It also coordinates with AMBAG on regional transportation planning and programs. The *San Benito Regional Transportation Plan*, most recently adopted in 2014, sets goals and policies for transportation planning in the County and identifies priority projects, including those necessary to accommodate bicycle and pedestrian circulation.

County

- **1992 General Plan.** The General Plan contains numerous goals and policies related to land use. It consists of Countywide topical elements that each include goals, policies, and programs that apply generally throughout the County. It is organized into eight sections: Environmental Resources and Constraints Inventory; Housing Element; Land Use Element; Noise Element; Open Space and Conservation Element; Scenic Roads and Highways Element; Seismic Safety and Safety Element; and Transportation Element. For consistency, the current General Plan is referred to as the "1992 General Plan." For purposes of this analysis, the land use element of the 1992 General Plan is described further below, since this information is relevant to the existing setting.
 - **Land Use Element (1992).** The Land Use Element identifies eight major categories of land use: agricultural, residential, urban, commercial, industrial, parks, flood, and public/quasi-public; and two additional designations for areas of special study and potential residential growth. The agricultural, residential, commercial and industrial

land use categories are further divided into several distinct sub-categories of land use designations, including agricultural productive, agricultural rangeland, rural, rural transitional, rural residential, rural/urban, SOI rural/urban, neighborhood commercial, regional commercial, commercial thoroughfare, light industrial, heavy industrial, park, flood, public/quasi-public public, and urban. The County amended the Land Use Element in 1993, 1994, 1998, 2001, 2002, 2004, 2005 and 2010.

- **Title 25, Zoning Code.** The County's Zoning Code defines eight zoning districts that regulate land use in the unincorporated County. Zoning districts include agricultural, rural, residential, combining, commercial, industrial, planned unit development, and airport safety. The Zoning Code also contains 16 combining districts. In addition, the County's Zoning Code provides for specific zoning designations to apply to properties that are subject to an approved Specific Plan. Zoning is the primary tool used by San Benito County to implement the General Plan. Zoning classifies the specific immediate uses and development standards for each parcel of land.
- **Parks and Recreational Facilities Master Plan (2010).** This plan guides the future development of park and recreational facilities within the unincorporated County. It was developed with input from the Council of San Benito County Governments, San Benito County, the Cities of Hollister and San Juan Bautista, the Bicycle and Pedestrian Advisory Committee, and members of the public. Its purpose, among other things, is to expand existing networks, connect gaps, address constrained areas, and provide greater connectivity within the County.
- **Bikeway and Pedestrian Master Plan (2009).** This plan guides the future development of bicycle and pedestrian facilities within the unincorporated County. It provides a blueprint for making non-auto modes of transportation an integral part of daily life in the County.

14.2 ENVIRONMENTAL EFFECTS

The land use analysis evaluates whether implementation of the proposed 2035 General Plan could result in significant land use impacts utilizing the applicable CEQA thresholds. As a program-level evaluation, land use related impacts were assessed based on the overall 2035 General Plan Land Use Diagram, and the 2035 General Plan goals, policies, and implementation programs.

14.2.1 Significance Criteria

As set forth in Appendix G to the State CEQA Guidelines, Section X, Land Use and Planning, the following criteria have been established to quantify the level of significance of an adverse effect being evaluated pursuant to CEQA. The numeration of each criterion below corresponds to the questions in the checklist in Appendix G of the CEQA Guidelines (e.g., X.a, X.b). Implementation of the 2035 General Plan would result in a significant land use impact if the Plan would:

- Physically divide an established community. (X.a)
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over land in unincorporated County (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) that has been adopted for the purpose of avoiding or mitigating an environmental effect. (X.b)
- Conflict with any applicable habitat conservation plan or natural community conservation plan. (X.c)

14.2.2 Analysis Methodology

Given the nature of land use impacts and the programmatic level of analysis in this RDEIR, these impacts are assessed qualitatively by comparing how land in the unincorporated areas of the County is currently used to how the land would be used under the 2035 General Plan Land Use Diagram. Specifically, the assessment was completed by comparing the potential for additional development that is provided for under the proposed 2035 General Plan as compared to existing conditions. The discussion of existing land uses, land use policies, and regulations also considers land use compatibility based upon a detailed land use inventory (using information furnished by the San Benito County Planning and Building Department Geographic Information System (GIS) and the San Benito County Assessor database) and a review of current planning documents. Current planning documents include the 1992 General Plan and Zoning Ordinance and other relevant County Code provisions, and the plans of other agencies active in San Benito County, such as federal, state, and regional agencies. Plans of adjacent jurisdictions were reviewed to determine if the policies of those jurisdictions may induce growth or land use changes in San Benito County.

As discussed in Section 4.5.7, Potential Growth Scenarios, the EIR considers two possible growth scenarios: Scenario 1 and Scenario 2. For this programmatic level of analysis, there will be no difference in the land use impacts that would result from the two growth scenarios because the County would apply the 2035 General Plan policies, including additional policies from mitigation measures contained in the certified EIR, addressing land use equally in approving development regardless of location. Thus, there would be no greater or lesser potential to physically divide an existing community, conflict with adopted policy or conflict with an

applicable Habitat Conservation Plan under either scenario. In addition to the programmatic level of review contained in this RDEIR, individual development projects proposed under the 2035 General Plan would be required to conduct project-level, site specific analysis of land use impacts as required under CEQA.

14.2.3 Environmental Impacts

The 2035 General Plan is envisioned as maintaining San Benito County’s rural character and natural resources while providing areas for needed future population growth. The following discussion examines the potential significant land use impacts that may result from implementation of the 2035 General Plan based on the impact significance criteria described above. [Table 14-1](#) summarizes 2035 General Plan policies that would mitigate environmental impacts associated with land use, including an explanation of how the policy would avoid or reduce impacts.

Table 14-1 2035 General Plan Goals and Policies that Mitigate Land Use Impacts

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
Land Use Element		
<p>Goal LU-1: Countywide Growth and Development</p> <p>To maintain San Benito County’s rural character and natural beauty while providing areas for needed future growth.</p>	<p>Focuses on balancing the protection of the County’s rural character with the need to provide areas for population growth, thereby minimizing development at locations that could visually obstruct or divide an existing or future rural community.</p>	<p>1</p>
<p>Policy LU-1.1: Countywide Development</p> <p>The County shall focus future development in areas around cities where infrastructure and public services are available, within existing unincorporated communities, and within a limited number of New Communities, provided they meet the requirements of goal section LU-7.</p>	<p>Promotes land use integrity by directing development to areas around cities with existing infrastructure which helps to prevent sprawl and the inefficient use of land, or within New Community Study Areas, thereby reducing the likelihood that new development would divide an existing community.</p>	<p>1</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-1.2: Sustainable Development Patterns</p> <p>The County shall promote compact, clustered development patterns that use land efficiently; reduce pollution and the expenditure of energy and other resources; and facilitate walking, bicycling and transit use; and encourage employment centers and shopping areas to be proximate to residential areas to reduce vehicle trips. Such patterns would apply to infill development, unincorporated communities and the New Community Study Areas. The County recognizes that New Community Study Areas comprise locations that can promote such sustainable development.</p>	<p>Encourages sustainable development patterns that efficiently use land resources, reduce traditional (i.e., vehicular) transportation between housing and employment, and promote alternative transportation methods, thereby reducing the need for new infrastructure, the development of which could otherwise potentially physically divide existing communities.</p>	1
<p>Policy LU-1.4: Identifiable Community Boundaries</p> <p>The County shall encourage defined boundaries between communities (e.g., cities and unincorporated communities).</p>	<p>Reduces impacts related to the physical division of a community by maintaining clear boundaries between communities with working agricultural landscapes, greenbelts, open space and/or trails, thereby keeping connections between communities.</p>	1
<p>Policy LU-1.5: Infill Development</p> <p>The County shall encourage infill development on vacant and underutilized parcels in order to maximize the use of land within existing urban areas, minimize the conversion or productive agricultural land and open spaces, and minimize environmental impacts associated with new development as one way to accommodate growth.</p>	<p>Avoids the physical division of an existing community by focusing growth to existing neighborhoods within the two incorporated cities or near the urban fringe, where infill development areas are available that have an existing transportation network, thereby minimizing the need for new roadways or links at locations that may physically divide communities.</p>	1

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-1.7: Community Plans</p> <p>The County should consider the development and adoption of Community Plans for existing unincorporated communities in order to maintain/establish a community identity, coordinate traffic and circulation improvements, promote infill development where public services are already in demand, identify recreational needs, and ensure coordinated development.</p>	<p>The preparation of community plans helps to ensure that land uses are distributed at new locations in a manner such that a range of development types can be accommodated through careful planning, minimizing the possibility that an existing community would be physically divided.</p>	<p>1</p>
<p>Policy LU-1.9: Airport Land Use Coordination and Consistency</p> <p>The County shall coordinate planning and zoning with the San Benito County Airport Land Use Commission and ensure that all land uses and regulations within the Hollister and Frazier Airports areas of influence are consistent with the adopted Airport Land Use Compatibility Plans.</p>	<p>Minimizes the possibility there would be land use incompatibility and inconsistency among land uses near the two County public airports by coordinating planning and zoning with the San Benito County ALUC.</p>	<p>2</p>
<p>Goal LU-4: Residential Development</p> <p>To encourage variety in new unincorporated residential development while also providing incentives for clustered residential as a means to protect valuable agricultural and natural resources.</p>	<p>Minimizes the potential that an existing community would be physically divided by encouraging clustered development as a way to protect agricultural and natural resources, existing neighborhoods, and the County's rural character.</p>	<p>1</p>
<p>Policy LU-4.2: Urban Residential Development</p> <p>The County shall ensure new urban residential development (e.g., greater than two units per acre) occurs in areas that have, or can provide, adequate public facilities and services to support such uses, and are near existing and future major transportation networks, transit and/or bicycle corridors, pedestrian paths and trails, and employment centers.</p>	<p>Ensuring new urban residential development where adequate facilities are located helps to reduce impacts to existing rural communities by siting land uses within the County at suitable locations able to accommodate related infrastructure, public facilities, and services.</p>	<p>1</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-4.5: Innovative Site Planning and Residential Design</p> <p>The County shall encourage new residential developments to use innovative site planning techniques and to incorporate design features that increase the design quality, and energy efficiency, and water conservation of structures and landscapes while protecting the surrounding environment.</p>	<p>Supports the use of innovative planning processes and design features for new development, which would help to reduce the likelihood that existing communities would be physically divided due to urban growth.</p>	<p>1</p>
<p>Policy LU-4.6: Clustered Residential Program</p> <p>The County shall continue to encourage the clustering of residential uses and the use of creative site planning techniques to promote preservation of agricultural land and open space areas.</p>	<p>Clustering residential development will limit low-density, sprawling growth, which would otherwise increase the need for additional infrastructure, the development of which could physically divide a community.</p>	<p>1</p>
<p>Policy LU-4.7: Clustered Residential Site Layout</p> <p>The County shall encourage clustered residential development to be designed to respect existing natural features (e.g., rivers and streams, hill and ridge lines, and substantial tree stands) as appropriate to the density and character of the development, and if applicable to use such features to separate clustered parcels from farming areas.</p>	<p>Encouraging clustered residential site layout to accommodate future growth will limit low-density, sprawling growth, which would otherwise increase the need for additional infrastructure, the development of which could physically divide a community.</p>	<p>1</p>
<p>Goal LU-5: Commercial and Mixed Use Development</p> <p>To promote the development of regional, thoroughfare, and locally-serving commercial uses at key opportunities sites in the unincorporated County.</p>	<p>Focusing the development of regional thoroughfares at key commercial sites in the County would reduce the likelihood that sprawling commercial development would physically divide a community or induce unplanned growth.</p>	<p>1</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-5.1: New Regional Commercial Centers</p> <p>The County shall encourage new Commercial Neighborhood (CN) nodes, as shown on the Land Use Diagram, as long as they are located within a reasonable walking distance of a community, are centrally located to serve and unincorporated community that is lacking neighborhood commercial services, or where the need for expanded neighborhood commercial services can be demonstrated. The County shall encourage neighborhood commercial uses to connect to residential uses along transit corridors and bicycle and pedestrian paths, as appropriate to the context, and include appropriate transit, bicycle and pedestrian facilities. Figure 3-5 shows the locations, Table 3-1 describes the land use designation, and Appendix A, Glossary defines “Centralized Commercial Node Development”.</p>	<p>Reduces the physical division of a community by encouraging new regional commercial centers to be located near future highway interchanges, major intersections, and/or rail connections to centralize major uses and limit development at locations that may physically divide a community.</p>	<p>1</p>
<p>Policy LU-5.2: New Commercial Thoroughfare Nodes</p> <p>The County shall encourage new Commercial Thoroughfare (CT) nodes, as shown on the Land Use Diagram, serving travelers and tourists along state routes. The County shall require these uses to have adequate public services, be compatible with surrounding land uses, and respect the scenic character of the County. Figure 3-5 shows the locations, Table 3-1 describes the land use designation, and Appendix A, Glossary defines “Centralized Commercial Node Development”.</p>	<p>Encourages Commercial Thoroughfare uses in the County along state routes that have adequate public services and compatible surrounding land uses, limiting the need for commercial uses at locations that may physically divide an established community.</p>	<p>1</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-5.3: New Neighborhood Commercial</p> <p>The County shall encourage new neighborhood Commercial Regional (CR) nodes to be located at or near existing or future highway interchanges, major intersections, and along existing or future transit facilities. The County shall also encourage additional access to new regional commercial centers through bicycle and pedestrian connections from residential uses as appropriate to the context. Figure 3-5 shows the locations, Table 3-1 describes the land use designation, and Appendix A, Glossary defines “Centralized Commercial Node Development”.</p>	<p>Promotes the development of new neighborhood commercial only if the uses are integrated into the existing rural community, within a reasonable distance of a community, or centrally located, thus minimizing the likelihood of disrupting or impacting existing neighborhoods or physically dividing an established community.</p>	1
<p>Policy LU-5.5: Strip Commercial</p> <p>The County shall discourage the creation of new strip commercial developments (e.g., non-cohesive commercial uses fronting a major arterial or state highway) in favor of centralized commercial node development located in the commercial nodes identified on the Land Use Diagram (Figures 3-1, 3-2, and 3-5), and in Policies LU-5.1 to LU-5.3.</p>	<p>Supports the planning of centralized commercial development located near major intersection nodes instead of strip commercial developments that can often separate existing communities, thereby providing a more integrated and cohesive neighborhood.</p>	1
<p>Goal LU-6: Employment and Industrial Development</p> <p>To promote the development of new industrial and employment uses in the unincorporated parts of the County that are compatible with surrounding land uses and meet the present and future needs of County residents.</p>	<p>Encourages new employment centers to be located adjacent to compatible land uses, thereby limiting the need for additional infrastructure, the development of which could physically divide a community.</p>	1

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-6.1: Employment Centers</p> <p>The County shall encourage the development of visually attractive, carefully planned employment centers and industrial uses in areas with suitable topography and adequate existing or future public infrastructure, including water, sewer, and transportation access. The County shall encourage New Communities to contain employment centers as well as other uses.</p>	<p>Promotes careful planning of new employment centers, which would decrease the need for additional infrastructure and disturbance of in appropriate sites, the development of which could physically divide a community.</p>	<p>1</p>
<p>Policy LU-6.2: Employment Center Access</p> <p>Where appropriate, the County shall encourage new employment centers and industrial developments near existing or future highway interchanges and major intersections and along existing or future transit, bicycle and pedestrian and trail corridors, and include transit, bicycle, and pedestrian facilities. The County shall ensure that industrial uses and employment center developments include appropriate transit, bicycle and pedestrian facilities.</p>	<p>Encourages new employment centers to be located adjacent to compatible land uses (e.g., housing) and along existing or future transportation routes, thereby limiting the need for additional infrastructure, the development of which could physically divide a community.</p>	<p>1</p>
<p>Goal LU-7: Community Character</p> <p>To preserve San Benito County's historic identity and rural community character.</p>	<p>Minimizes impacts related to the physical division of an established community by preserving the County's historic identity and rural character, which would minimize impacts to the County's existing neighborhoods and communities.</p>	<p>1</p>
<p>Policy LU-7.1: Historic Communities and Structures</p> <p>The County shall protect historic communities and structures by requiring new or remodeled development to respect their architectural and historical significance.</p>	<p>Helps to ensure that new development in historical areas is compatible and does not physically divide the community.</p>	<p>1</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-7.4: New Development in Historical Areas</p> <p>The County shall require new development in historical areas to be compatible with existing historic structures.</p>	<p>Helps to ensure that new development in historical areas is compatible and does not physically divide the community.</p>	<p>1</p>
<p>Goal LU-8: New Communities</p> <p>To provide the option for New Communities to be considered as a way of accommodating planned growth in the unincorporated parts of San Benito County.</p>	<p>Identifies areas suitable for future study where growth would be self-contained and not physically divide existing communities.</p>	<p>1</p>
<p>Policy LU-8.2: New Community Threshold</p> <p>The County shall consider any proposed development project that is a unique, self-contained new development a New Community, and as such, subject to the policies of this goal section. The Director of Planning and Building Inspection Services will have the discretion to determine which projects constitute a New Community, but they would generally be projects that cannot be developed under existing allowed residential densities, even under clustered residential incentives, and contain a variety of proposed uses, including residential, commercial, neighborhood retail, as well as an emphasis on pedestrian and bicycle circulation and recreational opportunities. The County would especially like to further the development of any project that would provide significant connection to and expansion of the County and regional trail network.</p>	<p>Provides additional requirements for New Communities, to ensure that New Communities do not either directly or indirectly divide existing communities.</p>	<p>1</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy LU-8.3: New Community Location Requirements</p> <p>The County shall only accept applications for the establishment of New Communities if</p> <ul style="list-style-type: none"> a. They are accessible to existing or proposed major transportation routes and corridors such as State highways, and/or provide opportunities for public transit. b. They are accessible to existing or proposed employment centers. 	<p>Encourages consideration of the necessary transportation infrastructure required to serve New Communities to be studied and thoughtfully incorporated into such proposals, which would help ensure that anticipated growth provided by New Communities would not physically divide existing communities.</p>	<p>1</p>
<p>Policy LU-8.4: New Community Application Content Requirements</p> <p>The County shall require all project applicants for New Communities to provide the County with the following information:</p> <ul style="list-style-type: none"> a. A Project Summary that includes: a project description, site history, discussion of the roles of the applicant and County in preparation of the Specific Plan and applicable CEQA environmental review, identification of the anticipated planning issues that will need to be addressed through the application process, and an estimated project schedule. b. Completed General Plan Amendment and Zone Change applications. c. A Specific Plan consistent with State specific plan requirements, including the location and intensity of planned land uses and circulation system. The plan should result in a more dense land use pattern than would be normally allowed under existing General Plan designations and zoning, provide at completion a mix of land uses and densities (e.g., residential, commercial, 	<p>Encourages the location, intensity of use, circulation system, and infrastructure elements that may be studied in the future as parts of New Communities to not physically divide existing communities and are consistent with all applicable land use plans, policies, and regulations. Encourages a master planned land use pattern that reduces the likelihood of sprawling growth, the development of which may, among other things, divide a community.</p>	<p>1, 2</p>

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<p>mixed-use, employment-generating, and public facilities), ensure access and efficient movement by multiple modes of transportation (e.g., car, transit, bicycle, and pedestrians), and provide for energy efficiency and water conservation.</p> <p>d. An Infrastructure Master Plan that identifies public and private infrastructure needs; service district or assessment area formation details; a development phasing plan; and a strategy for the installation, operation, and ongoing maintenance of the infrastructure required to support the new community. The Plan should indicate facility designs and operation techniques that promote energy efficiency and water conservation. The plan shall be consistent with all applicable private, local, regional, State, and Federal infrastructure, regulations, and programs related to transportation, sewage and wastewater treatment, water quality and quantity, drainage, parks and open space, and any other public facilities, infrastructure, and services.</p> <p>e. A Fiscal Impact Analysis that includes an assessment of projected tax revenues compared to projected County service costs in order to demonstrate that the community will have a fiscally neutral or positive impact on the County and any special districts that provide services to the project.</p> <p>f. A Water Supply Analysis that demonstrates access to adequate existing and future water supply for the project.</p> <p>g. A Public Service Financing Program to ensure that upon buildout the New Community will provide or fund a full range of needed public services, including fire protection, law</p>		

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<p>enforcement, parks, library, community center, and other necessary public services.</p> <p>h. A commitment to enter into a Reimbursement Agreement requiring deposits into a Trust Fund with San Benito County for all, or an agreed upon portion, of the estimated staff costs for processing the application, including the costs for preparing the applicable CEQA environmental review.</p>		
<p>Policy LU-8.5: Sustainable New Communities</p> <p>The County shall encourage New Communities to be planned and designed to reflect the spirit and intent of sustainable growth strategies, such as providing, as appropriate to the site and scale of the proposed New Community:</p> <ul style="list-style-type: none"> a. easy access to major transportation links, transit, and bicycle networks; b. a balance between jobs and housing; c. good internal connectivity, good connectivity to the community at large; d. a reduced parking footprint; a transportation demand management program; e. institutions such as schools within walking distance from residences; f. distinct, compact, walkable neighborhoods, each with a recognizable center; g. walkable streets with shade trees and sidewalks or walking paths; h. habitat avoidance and conservation plans; and i. restoration of resources such as riparian corridors and permanent preservation of open space. 	<p>Provides if the County agrees to study New Communities in the future, they are sustainably planned, including, among other things, not resulting in physical divisions of the community.</p>	<p>1</p>

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<p>Goal LU-9: City Fringe Areas</p> <p>To ensure that planning and development approvals within city fringe areas are coordinated between the County and the Cities in order to ensure future growth in these areas is orderly, efficient, and has sufficient and necessary public facilities and infrastructure.</p>	<p>Ensures that planning and development approvals within city fringe areas are coordinated, as appropriate, to help ensure orderly and efficient public facilities and infrastructure are provided, also limiting the likelihood that existing communities would be significantly impacted by the lack of thoughtful planning and design and reduces the potential for land use inconsistencies and incompatibilities.</p>	<p>1,2</p>
<p>Policy LU-9.1: Orderly City Expansion</p> <p>The County shall support the orderly expansion of urban uses within the spheres of influence of Hollister and San Juan Bautista, recognizing that the Cities have primary responsibility for determining the type, intensity, and timing of future development in these areas.</p>	<p>Supports orderly and efficient expansion of urban uses where existing public facilities and infrastructure are provided, limiting the likelihood that existing communities would be significantly impacted by the illogical and disorderly growth.</p>	<p>1</p>
<p>Policy LU-9.3: Sphere of Influence Area Coordination</p> <p>The County shall coordinate with the Cities of Hollister and San Juan Bautista on all County planning and permit approvals for properties located within the City’s adopted spheres of influence, and where appropriate, require a concurrent application for any general plan amendment on property located within the City’s adopted spheres of influence.</p>	<p>Coordination between the cities and the County regarding all planning and permit approvals for projects within the cities’ SOIs will help to ensure land use compatibility and consistency and help to assure that established communities will not be physically divided.</p>	<p>1,2</p>

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<p>Policy LU-9.6 County/City Cooperation</p> <p>The County shall continue to cooperate with the Cities of Hollister and San Juan Bautista in order to promote cooperative planning of city fringe areas, reduce fractured boundary lines, and identify mutually-beneficial solutions to development of unincorporated “islands” within city limits.</p>	<p>Encourages coordination and consultation with cities during planning activities along the city fringe areas to prevent or minimize the possibility that existing communities would be significantly and negatively impacted by such changes and to reduce land use conflicts and potential land use inconsistencies.</p>	<p>1,2</p>
<p>Policy LU-9.7: County General Plan Consistency Report</p> <p>The County shall monitor and report to the Local Agency Formation Commission (LAFCO) regarding the consistency with the General Plan with any proposed changes in the sphere of influence or other urban boundaries for governmental entities that provide water or sewer services.</p>	<p>Helps to minimize impacts related to land use incompatibility by requiring the County to report to the LAFCO regarding the consistency with the General Plan and any development changes within the SOI or other urban boundaries for government agencies in the County that provide water or sewer services.</p>	<p>2</p>
<p>Circulation Element</p>		
<p>Goal C-1: Roadways</p> <p>To provide an adequate road system that is safe, efficient, reliable, and within the County’s ability to finance and maintain.</p>	<p>An adequate County roadway system that is safe, reliable, and efficient would help to minimize significant impacts related to the construction of elevated state highways that could otherwise physically divide an existing community.</p>	<p>1</p>
<p>Policy C-1.2: Complete Streets</p> <p>To promote a road and street network that accommodates cars without requiring car dependence, the County shall plan for use of</p>	<p>Requiring new urban streets to accommodate all user types within a context sensitive approach would promote</p>	<p>1</p>

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<p>roadways by all vehicle types and users, including automobiles, trucks, alternative energy vehicles, agricultural equipment, transit, bicyclists, and pedestrians, when constructing or modifying roadways. Additionally, the County shall plan its road and street network to reflect a context sensitive approach to the design of thoroughfare assemblies, where the allocation of right-of-way and the facilities provided within are based on the intended character, whether urban or rural, of a particular location (urban context). Roads and streets within communities shall be designed to support and encourage walkability as a response to their context, whereas roads in open areas of the County shall be designed primarily for vehicular circulation. As such, thoroughfares that serve both open areas and communities in the County shall change as the surrounding urban context varies.</p> <p>This includes:</p> <ul style="list-style-type: none"> a. Encouraging thoroughfare designs that are context sensitive, such as those recommended in <i>Designing Walkable Urban Thoroughfares: A Context Sensitive Approach by the Institute of Transportation Engineers (ITE)</i>; b. Supporting urban design principles that promote walkability within our communities to include: <ul style="list-style-type: none"> i. A mix and variety of land uses designed to be relatively compact and in close proximity to one another; ii. Buildings that are oriented toward streets, with appropriately narrow setbacks and functional entries directly fronting onto sidewalks; iii. Pedestrian-scaled architecture, landscape, and thoroughfares designed to provide 	<p>connectivity within and between existing and new communities by creating a more integrated transportation network that is visually attractive, safe, and contains sidewalks and traffic calming measures as appropriate to the context while guarding against the possibility of dividing established communities.</p>	

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<p>engaging sidewalk views and comfort to pedestrians traveling at slow speeds; and</p> <p>iv. Circulation networks that provide an interconnected system of streets and open spaces with relatively small block lengths;</p> <p>c. Creating multi-modal street connections in order to establish a comprehensive, integrated, and connected transportation network;</p> <p>d. Incorporating pedestrian and bicycle facilities, where appropriate and feasible, that promote safety and maximize access;</p> <p>e. Planting street trees adjacent to curbs and between the street and sidewalk to provide a buffer between the pedestrian and the automobile, where appropriate;</p> <p>f. Incorporating traffic calming devices such as roundabouts, bulb-outs at intersections, and traffic tables; and</p> <p>g. Coordinating with other agencies and cities to ensure connections are made between jurisdictions.</p>		
<p>Policy C-1.3: Roadway Improvement Aesthetics</p> <p>The County shall require roadway improvements to be designed to conform to existing landforms and to include landscaping and/or other treatments to ensure that aesthetics are preserved, including the County's rural character.</p>	<p>Continuing to protect the County's rural character by requiring that roadway improvements be designed to conform to existing landforms and to include landscaping and other aesthetic amenities would reduce the potential for existing communities to appear physically divided.</p>	<p>1</p>

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<p>Policy C-1.6: Review of General Plan Amendments</p> <p>The County shall submit all proposed General Plan amendments to SBCOG, Caltrans, and the cities of San Juan Bautista and Hollister for review and comment.</p>	<p>Promotes land use consistency and coordination with state and local traffic standards by requiring the County to submit all proposed General Plan Amendments to Caltrans and the cities for review and comment.</p>	2
<p>Policy C-1.7: Consistency with City Standards</p> <p>The County shall require the street network for development proposals within or near the Sphere of-Influence of the cities of Hollister or San Juan Bautista to be built to applicable city standards and to be consistent with the city General Plan and development policy.</p>	<p>Reduces land use impacts by requiring the street network for development proposals within or near the SOIs for the two incorporated cities in the County to be built to applicable city standards, and be consistent with the applicable city General Plan.</p>	2
<p>Policy C-1.10: Street Network Plans</p> <p>The County shall require project applicants to prepare a street network plan for any subdivision proposal located near existing, approved, or proposed development (County or city). The plan shall illustrate how adjoining properties will inter-connect over the long-term and how the plan will improve pedestrian and bicycle connectivity. The plan shall include an interim access plan and a long-term plan that consolidates vehicular access onto arterials/collectors (via street network design, or some other method).</p>	<p>A street network plan would help to avoid impacts to existing communities by requiring project applicants to illustrate how adjoining properties will inter-connect over the long-term, reducing the potential that existing neighborhoods would become physically divided.</p>	1
<p>Policy C-1.15: Street Networks that Enhance Neighborhood Character</p> <p>The County shall encourage traditional interconnected street networks that provide alternate routes between neighborhoods and other measures that slow neighborhood traffic and</p>	<p>Discourages excessive inter-neighborhood traffic movement on local streets, which would minimize traffic impacts that could physically divide an existing community.</p>	1

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enhance neighborhood character, such as those associated with Complete Streets.		
<p>Goal C-2: Pedestrian, Equestrian, and Bicycle Trails</p> <p>To provide a safe, continuous, and accessible system of facilities for bicycle and pedestrian travel in appropriate areas of the County.</p>	Reduces impacts related to the physical division of a community by ensuring that the County offers an accessible system of bicycle and pedestrian facilities.	1
<p>Policy C-2.1: Bicycle, Pedestrian, and Equestrian Systems</p> <p>The County shall encourage a complete, safe, and interconnected bicycle, pedestrian, and equestrian system, as appropriate to the context that serves both commuter travel and recreational use, and provides access to major destinations in the County.</p>	Encourages a complete and interconnected bicycle and pedestrian system to serve both commuter and recreational travel, which would reduce impacts related to vehicular traffic that has the potential to indirectly divide existing communities.	1
<p>Policy C-2.2: Pedestrian and Bike Path Construction</p> <p>The County shall plan, design, and construct bikeways consistent with the 2009 County Bikeway and Pedestrian Master Plan or its succeeding plan. Priority shall be given to bicycle commuting routes, routes to schools, bike lanes on all new streets classified as arterials or collectors, and bike lanes on or adjacent to existing heavily traveled roads.</p>	Ensures the County will plan and construct bikeways, reducing impacts related to traditional modes of transportation (i.e., vehicular) that has the potential to disrupt and physically divide communities.	1
<p>Policy C-2.3: Bicycle Parking Facilities</p> <p>The County shall provide or encourage the provision of secure bicycle parking facilities at transit facilities, private and public facilities, and park-and-ride lots.</p>	Encourages the provision of bicycle facilities that support alternative modes of transportation, reducing roadway impacts due to traffic congestion that could otherwise significantly impact existing communities.	1

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<p>Policy C-2.4: Bicycle Wayfinding Signs</p> <p>The County shall work with SBCOG to support the installation of signs that identify designated bicycle routes and alert motorists to share the road to help bicyclists safely navigate the County.</p>	<p>Ensures bicycle wayfinding signage to improve the infrastructure that supports alternative modes of travel, thereby limiting potential traffic impacts that could physically divide an existing community.</p>	1
<p>Policy C-2.6: Development Along Planned Bikeways</p> <p>The County shall require project applicants of new developments adjacent to designated bikeways to provide the portion of the planned bikeway within the development, including rights-of-way dedication and/or construction when (1) a nexus can be established between the proposed development and the dedication and/or construction; and (2) the dedication and/or construction would be roughly proportional to the development's impacts.</p>	<p>Reduces impacts related to the physical division of an existing community by requiring project applicants of new developments to provide rights-of-way dedication to facilitate future construction of planned bikeways in developments to support connections in the County.</p>	1
<p>Policy C-2.8: Sidewalks or Pedestrian Paths in Subdivisions</p> <p>The County shall encourage project applicants to provide sidewalks or other safe and convenient accommodations for pedestrians (e.g., shared-space streets) on new roads or modifications to existing roads, as appropriate to the context, in accordance with County roadway design standards.</p>	<p>Reduces impacts associated with the physical division of an existing community by requiring project applicants to provide sidewalks at appropriate urban locations, thereby supporting community connections.</p>	1
<p>Policy C-2.9: Safe Routes to School</p> <p>The County shall support Safe Routes to School (SR2S) programs and pursue SR2S grant funding to encourage school-age children to bike and walk to school.</p>	<p>Supports Safe Routes to School programs encouraging school-age children to bike and walk to school, and helps to ensure safe and reliable alternative routes to school are provided that increase bicycle and pedestrian connections in existing communities, thereby protecting against their division.</p>	1

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<p>Policy C-2.10: Paths Through Cul-de-Sacs The County shall encourage developments at a density of one unit per acre or greater to include paths for bicycle and pedestrian traffic through or near the ends of loop streets and cul-de-sacs over 500 feet in length to facilitate bicycle and pedestrian travel.</p>	<p>Reduces impacts associated with the physical division of an existing community by requiring developments to include bicycle and pedestrian paths through or near the ends of cul-de-sacs to facilitate connections through communities.</p>	<p>1</p>
<p>Policy C-2.12: Pedestrian Improvements The County shall work with SBCOG to support the installation of roadway improvements that better accommodate pedestrians, such as countdown signals at signalized intersections, audible signals for the visually-impaired, and pedestrian-friendly signal timing.</p>	<p>Supports the efforts of the SBCOG to install roadway improvements that accommodate pedestrians, which would help avoid the physical division of an existing community.</p>	<p>1</p>
<p>Goal C-3: Public Transit To promote a safe and efficient public transit system that provides a viable travel alternative to automobiles, maximizes mobility, and reduces roadway congestion and greenhouse gas emissions.</p>	<p>Avoids physically dividing a community through the implementation of a safe and efficient public transit system that maximizes mobility within communities.</p>	<p>1</p>
<p>Policy C-3.1: Transit-Supportive Land Use The County shall encourage transit lines, stops, and facilities in locations where land uses and density would support transit use.</p>	<p>By encouraging land uses that are sufficiently dense and appropriately located to support transit use, this would reduce the need to construct roadways and infrastructure that are likely to result in the physical division of communities.</p>	<p>1</p>
<p>Policy C-3.4: Transit in New Development The County shall require new development at densities of one unit per acre or greater to provide funding for or construct transit stops and signs in</p>	<p>Requires new development (at certain densities) to provide funding for (or to construct) transit stops to facilitate accessibility through new</p>	<p>1</p>

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appropriate locations and facilitate access to existing or future public transit through project design, consistent with the Local Transportation Authority Transit Design Guidelines.	communities and provide connections to other communities, reducing the likelihood that new infrastructure would be required that could otherwise physically divide a community.	
<p>Policy C-3.5: Consistency with RTP</p> <p>The County shall require all new development proposals to be consistent with and implement the San Benito County Regional Transportation Plan transit policies.</p>	Reduces the likelihood of land use inconsistencies related to transportation by requiring all new development proposals to be consistent with the County's RTP transit policies.	2
<p>Policy C-3.6: Transit to Recreational Areas</p> <p>The County shall work with the Local Transportation Authority, Caltrans and the State and Federal parks to establish transit access to recreational areas within the County.</p>	Establishing transit access to recreational areas in the County would increase connectivity and minimize the need to construct new roadways that could otherwise physically divide an established community.	1
<p>Policy C-3.7: Park-and-Ride Facilities</p> <p>The County should cooperate with the cities of Hollister and San Juan Bautista and Caltrans to establish park-and-ride facilities at appropriate locations.</p>	Cooperation between the County, the cities of Hollister and San Juan Bautista, and Caltrans to establish park-and-ride facilities would improve the mobility of County residents and visitors, and lessen the potential need for new roadways and highways likely to result in impacts that could physically divide a community.	1
<p>Policy C-3.8: Connections to Gilroy Transit Center</p> <p>The County shall encourage the use of shuttles/transit to services at the Gilroy Transit</p>	Shuttles and transit options to the Gilroy Caltrain Station would increase connection options in the County, reducing	1

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Center. The County shall also encourage the expansion of passenger rail between the Gilroy Caltrain Station and Hollister.	the need to construct new roadways due to population growth and vehicular congestion that could otherwise physically divide a community.	
<p>Goal C-4: Transportation Demand Management</p> <p>To encourage alternative transportation modes to reduce the demand for vehicular trips, especially during congested commute times.</p>	Alternative transportation modes would reduce the demand for vehicular trips, particularly during commute times, thereby reducing the potential need to construct new roadways and minimizing the potential to physically divide existing communities.	1
<p>Policy C-4.2: Ridesharing Promotion</p> <p>The County shall support SBCOG programs that promote the use of ridesharing, vanpooling, and carpooling to decrease vehicle trips on road systems in the County.</p>	Promoting the use of ridesharing, vanpooling, and carpooling would decrease the number of vehicle trips in the County, also reducing the potential impacts of dividing existing communities.	1
<p>Policy C-4.3: Employer Incentives</p> <p>The County shall encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, employee education, and preferential parking for carpools/vanpools.</p>	Minimizes the potential for existing communities to be physically divided because of needed infrastructure improvements, which could visually or physically obstruct neighborhoods because the County will encourage employers to provide transit subsidies, which would reduce vehicle trips, in turn reducing the need to widen or construct new roadways.	1

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Public Facilities and Services Element		
<p>Goal PFS-1: General Public Facilities and Services</p> <p>To provide residents and businesses quality, cost-effective, and sustainable public facilities and services.</p>	<p>Sets the overall goal to provide County residents and businesses with quality public facilities and services, thereby reducing the likelihood these services would significantly and negatively impact existing communities in this regard.</p>	1
<p>Policy PFS-1.7: Public Facility Clustering</p> <p>The County shall encourage public facilities to be clustered or made joint-use facilities (e.g., park and recreation uses incorporated into retention basins and schools) in order to improve efficiency and reduce public costs. The County shall encourage agreements for sharing costs and operational responsibilities among service providers.</p>	<p>Avoids the division of existing communities by encouraging public facilities to be clustered or sited as joint-use facilities in order to maximize space and improve efficiency, and at the same time lessens the likelihood that existing neighborhoods would be divided.</p>	1
<p>Policy PFS-3.2: Interagency Coordination</p> <p>The County shall cooperate with public and private water agencies in order to help address existing and future water needs for the County.</p>	<p>Minimizes land use inconsistencies by ensuring the County cooperates with the public and private water agencies when addressing future water needs.</p>	2
<p>Policy PFS-4.7: Consistent Fire Protection Standards for New Development</p> <p>The County, in coordination with public and private water purveyors and fire protection agencies, shall ensure consistent and adequate standards for fire flows and fire protection for new development, with the protection of human life and property as the primary objectives.</p>	<p>Minimizes land use conflicts related to fire protection by ensuring the County coordinates with the public and private water purveyors and fire protection agencies in order that consistent and adequate fire standards are provided for new development.</p>	2

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<p>Policy PFS-7.4: Landfill Encroachment The County shall ensure that landfills and transfer stations are protected from encroachment by incompatible uses such as schools and homes.</p>	<p>Minimizes land use conflicts by ensuring landfills and transfer stations are protected from the encroachment of incompatible uses.</p>	<p>2</p>
<p>Goal PFS-8: Utilities To ensure that all areas of the County are provided with gas and electric service and residents and businesses can connect renewable energy facilities to the electric-grid.</p>	<p>Adequate gas and electrical service in the County that is appropriately sited would lessen the need to plan for new utility infrastructure, the construction and operation of which could physically divide a community.</p>	<p>1</p>
<p>Policy PFS-8.1: Appropriate Siting of Electric and Gas Facilities The County shall coordinate with public utility providers to locate transmission facilities that minimize impacts to existing and future residents and businesses, the natural environment, and other impacts. The County shall encourage the use of parallel or existing rights-of-way for transmission lines.</p>	<p>Minimizes the division of existing communities due to the installation of new transmission or distribution lines by encouraging new lines to be installed within existing easements.</p>	<p>1</p>
<p>Policy PFS-8.3: Transmission Corridors The County shall require transmission corridors to be located to reduce health impacts on areas where people live, work, or gather, and to not impact the economic use of adjacent properties, to the extent feasible.</p>	<p>Requires transmission corridors to be carefully located to reduce health impacts on sensitive uses where people live and work, and to reduce economic impacts, thereby reducing the potential for such corridors to physically divide a community and avoid land use inconsistencies.</p>	<p>1,2</p>
<p>Policy PFS-8.4: Avoid Conflicts with Agricultural Operations The County shall encourage utility transmission lines to follow field edges to minimize impacts on agricultural operations.</p>	<p>Reduces land use conflicts related to agricultural operations by encouraging utility transmission lines to follow the edges of agricultural fields.</p>	<p>2</p>

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<p>Policy PFS-8.5: Undergrounding of Utility Lines</p> <p>The County shall require utility lines in subdivisions to be placed underground. During roadway construction or as other opportunities are presented, the County shall encourage utility providers to underground existing utility lines.</p>	<p>Requires utility lines to be placed underground, limiting their visual and physical obstruction on existing communities.</p>	<p>1</p>
<p>Policy PFS-8.6: Joint-Use Corridors</p> <p>The County shall coordinate with public utility providers to develop joint-use utility easements/corridors to connect open space, link trails, supplement wildlife corridors, and link habitat areas.</p>	<p>Ensures coordination occurs between the County and public utility providers when developing utility corridors and easements to ensure such corridors provide links in communities rather than barriers of infrastructure that may physically divide a community.</p>	<p>1</p>
<p>Goal PFS-9: Telecommunications</p> <p>To facilitate the orderly and appropriate development and expansion of telecommunications facilities to meet the needs of residents and businesses for comprehensive, reliable, and cost effective telephone, wireless telephone, broadband, and cable television service.</p>	<p>Encourages the County to facilitate the orderly and appropriate development and expansion of telecommunications facilities, reducing the potential development would physically divide a community.</p>	<p>1</p>
<p>Policy PFS-9.4: Siting of Telecommunication Facilities</p> <p>The County shall require that the siting of telecommunications facilities minimizes their visibility, prevents visual clutter, reduces conflicts with surrounding land uses, and meets the requirements of the Federal Communications Commission (FCC). The siting of telecommunications facilities shall:</p> <p>A. Use existing buildings, structures, poles, or other</p>	<p>Lessens the potential that development will result in the physical division of an existing community by requiring the siting of telecommunication facilities that minimizes its visibility, thereby preventing visual clutter, reducing land use conflicts, and meeting applicable regulatory requirements. Minimizes land</p>	<p>1,2</p>

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<p>support structures;</p> <p>b. Avoid ridgelines unless screened from public views;</p> <p>c. Avoid views of scenic highways, public parks and recreation facilities, or other scenic view areas;</p> <p>d. Include setbacks from residential dwellings, public and private schools, and child daycare facilities; and</p> <p>e. Document why the selected site is the best way to accomplish the project.</p>	<p>use inconsistencies related to telecommunication facilities by reducing the facilities' visibility as feasible, preventing visual clutter, reducing conflicts with the surrounding land uses, and ensuring the facilities meet all applicable federal siting requirements.</p>	
<p>Policy PFS-9.5: Telecommunications Design</p> <p>The County shall require that the design of telecommunication facilities (e.g., cabinets, buildings, antennas, security fencing) integrate into existing adjacent conditions and minimize visibility through the use of: appropriate colors, existing buildings and structures, screening, disguising landscaping, and/or compatibility with surrounding structures and natural environments.</p>	<p>Reduces impacts by requiring the design of telecommunication facilities to be integrated into the adjacent community and to minimize visibility impacts by using appropriate colors, building materials, screening devices, and/or landscaping that appear compatible with the surrounding environment.</p>	1
<p>Policy PFS-9.6: Facility Co-location</p> <p>The County shall require telecommunication facilities be co-located to the greatest extent feasible.</p>	<p>Minimizes impacts related to the physical division of an established community by requiring telecommunication facilities to be co-located with other public facilities, also reducing the need to construct new facilities at new locations.</p>	1

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<p>Goal PFS-10: School and Library Facilities</p> <p>To collaborate with school districts and other education providers to develop high quality education facilities and programs that serve existing and future residents.</p>	<p>Ensures the County collaborates with school districts and other education providers to develop high quality education facilities, minimizing the potential that the development of school facilities would be incompatible with existing land uses.</p>	2
<p>Policy PFS-10.1: Coordination with School Districts</p> <p>The County shall coordinate with local school districts, other public and private education providers, and libraries to ensure that quality education and educational resources are available for residents of all ages.</p>	<p>Reduces the potential for land use inconsistencies during the development of school facilities and educational resources by requiring the County to coordinate with local school districts.</p>	2
<p>Policy PFS-10.2: School District Consultation</p> <p>The County shall encourage early consultation between school districts and the County when proposing new, or modifying existing, school site locations.</p>	<p>Encourages early consultation between school districts and the County when proposing or modifying new school sites to minimize the possibility for land use inconsistencies.</p>	2
<p>Policy PFS-10.3: New School Location</p> <p>The County shall encourage school districts to site new schools in locations that are consistent with current and future land uses. The County shall also encourage the siting of new schools near residential areas with safe access for students to walk or bicycle to and from their homes.</p>	<p>Engages both the County and school districts in school planning to ensure the locations for the facilities are consistent with existing and future land uses, thereby minimizing potential land use conflicts.</p>	2
<p>Policy PFS-10.6: Incompatible Land Uses near Schools</p> <p>The County shall coordinate with school districts to reduce the effects of incompatible land uses and noise adjacent to school facilities</p>	<p>Coordination between school districts and the County shall reduce the potential effects of land use incompatibilities and noise adjacent to school facilities.</p>	2

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy PFS-11.3: Collaboration</p> <p>The County shall continually seek to establish new collaborations with other agencies and private non-profit organizations in order to meet the needs of youth, families, seniors, and the other special needs groups.</p>	<p>Promotes collaboration between the County, other agencies, and private non-profit organizations, helping reduce potential land use conflicts related to youth, family, senior, and special need user groups.</p>	<p>2</p>
<p>Natural and Cultural Resource Element</p>		
<p>Policy NCR-2.1: Coordination for Habitat Preservation</p> <p>The County shall work with property owners and Federal and State agencies to identify feasible and economically-viable methods of protecting and enhancing natural habitats and biological resources in the County.</p>	<p>Helps to minimize land use conflicts related to natural habitat management by ensuring the County works with property owners and federal and state agencies to identify feasible and economically viable methods for protecting the biological resources in the County.</p>	<p>2</p>
<p>Policy NCR-3.4: Interagency Coordination</p> <p>The County shall coordinate the development of regional parks in cooperation with local, State and Federal agencies, and shall seek to establish new partnerships to enhance recreation opportunities in the County.</p>	<p>Reduces land use inconsistencies by ensuring the County coordinates with local, state, and federal agencies during development of regional parks.</p>	<p>2</p>
<p>Policy NCR-7.9: Tribal Consultation</p> <p>The County shall consult with Native American tribes regarding proposed development projects and land use policy changes consistent with the State's Local and Tribal Intergovernmental Consultation requirements.</p>	<p>Consultation with Native American tribes regarding proposed development projects and land use policy changes would help to ensure consistency with State Local and Tribal Intergovernmental Consultation requirements, reducing the likelihood for land use inconsistencies.</p>	<p>2</p>

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
<p>Policy NCR-8.8: Underground Utility Lines The County shall require all new electric and communication distribution facilities proposed within the Scenic Corridor to be placed underground, whenever feasible. Where overhead utility lines are unavoidable, every effort should be made to reduce the visual impact through elements of design.</p>	Reduces impacts related to the physical division of an established community by requiring electric and communication distribution facilities to be proposed underground when within a scenic corridor.	1
Health and Safety Element		
<p>Policy HS-5.1: New Development The County shall use the CEQA process to ensure development projects incorporate feasible mitigation measures to reduce construction and operational air quality emissions, and consult with the Monterey Bay Unified Air Pollution Control District early in the development review process.</p>	Applying the CEQA process to ensure development projects incorporate feasible mitigation measures would reduce air emissions and ensure land use consistency and compatibility.	2
<p>Policy HS-5.2: Sensitive Land Use Locations The County shall ensure adequate distances between sensitive land uses and facilities or operations that may produce toxic or hazardous air pollutants or substantial odors.</p>	Reduces land use inconsistencies by ensuring adequate distances between sensitive land uses and facilities that emit toxic or hazardous emissions are maintained.	2
<p>Policy HS-5.3: Early Coordination with the Air Quality Control District The County shall notify and coordinate with the Monterey Bay Unified Air Pollution Control District when industrial developments are proposed within the County to ensure applicants comply with applicable air quality regulations and incorporate design features and technologies to reduce air quality emissions.</p>	Reduces significant impacts related to land incompatibility by coordinating with the MBUAPCD to help ensure that industrial use applicants comply with applicable air quality regulations and incorporate appropriate design features and technologies, which will help reduce air quality emissions.	2
<p>Policy HS-7.1: Land Use Compatibility The County shall prohibit land uses within</p>	Reduces land use conflicts near airports by prohibiting land uses within unincorporated areas	2

Goals and Policies	How the Goals/Policies Avoid or Reduce Impact	Impact LU-#
unincorporated areas that interfere with the safe operation of aircraft or that would be exposed to hazards from the operation of aircraft.	that would interfere with the safe operation of aircraft, or that would be exposed to hazards from the safe operation of aircraft.	
<p>Policy HS-7.2: Coordination with ALUC</p> <p>The County shall coordinate with the ALUC on land use planning around airports and submit development proposals for land within the airport area of influence for review by the ALUC for consistency with the Airport Land Use Compatibility Plan.</p>	Ensures the County coordinates with the ALUC on land use development projects near airports to minimize land use inconsistencies.	2
<p>Policy HS-7.3: Compliance with FAA Regulations</p> <p>The County shall require development within the airport approach and departure zones to be in compliance with Part 77 of the Federal Aviation Administration Regulations (FAA regulations that address objects affecting navigable airspace).</p>	Reduces impacts related to land use incompatibilities by ensuring development within airport approach and departure zones are consistent with FAA regulations.	2
<p>Policy HS-7.4: Locations for New Air Strips</p> <p>The County shall require sites for proposed air strips to be outside of air traffic control zones and a safe distance from existing airports (generally three miles), and to be a reasonable distance from residential areas and compatible with the surrounding uses.</p>	Prevents land use incompatibilities related to development near proposed air strips by requiring air strips to be located outside of air traffic control zones and away from existing airports and residential areas.	2
<p>Policy HS-7.5: Transmission Tower and Lines</p> <p>The County shall review all proposed radio, television, power, or related transmission towers and lines for appropriate location and possible air travel conflicts during the discretionary application process.</p>	Requires the County to review all proposed radio, television, and power, or related transmission towers, which would reduce related air travel conflicts.	2

Source: San Benito County 2011, 2014; EMC Planning Group 2014; Planning Partners 2012.

Impact LU-1: Physically divide an established community. (X.a)

Level of Significance: Less than significant with mitigation.

Implementation of the proposed 2035 General Plan would lead to development due to anticipated population growth. Although the 2035 General Plan has been designed to support orderly and well-balanced development patterns, the 2035 General Plan and its infrastructure components could physically divide a community. This would be a potentially significant impact.

The physical division of an established community refers to the construction of a physical feature such as a new development, major highway or roadway, rail line, utility infrastructure expansion, or the removal of access features that would impair physical connections within a community. Implementation of the proposed 2035 General Plan would direct future urban development on a Countywide scale within the unincorporated portions of the County. While the County seeks to direct much of the anticipated growth to designated areas determined to be appropriate for urbanized uses, known as the New Community Study Areas, under appropriate circumstances with a specific plan, and to clustered residential subdivisions, development has the potential to be accompanied by the extension of public services, utility infrastructure, and transportation improvements. The infrastructure associated with the extension of services, specifically major roadway improvement projects (i.e., widening improvements and capacity enhancements to State Route 25/San Felipe Road, State Route 156/Union Road/Mitchell Road) and proposed transit corridors may physically divide established communities. Other roadway improvements projects, such as highway interchange improvements proposed at U.S. Highway 101 and State Route 156 (i.e., State Route 129/U.S. Highway 101/County line) also could divide communities. To minimize the potential for infrastructure projects to divide established communities, the 2035 General Plan was designed to help ensure that land uses would be well distributed, well-planned, occur in an orderly pattern and manner and in a coordinated fashion, as appropriate, with the neighboring cities, and provide services for all existing and future residents of the County without dividing established communities.

The 2035 General Plan also was designed to address the potential for the physical division of communities by actual or visual obstructions. The 2035 General Plan addresses these potential obstructions by directing new development to be clustered or occur in well-defined, complete new communities, and to have complete streets, which would result in walkable neighborhoods and residences close to schools, as well as concentrate infrastructure to help reduce the overall amount of new infrastructure (particularly roadways) that could physically divide the community as well as help minimize the need for this development to transverse established communities. The Land Use Diagram also contains range and park lands intended to increase visual connections between communities. The implementation of these planning concepts would

help to ensure that future land use decisions balance development and associated infrastructure at appropriate locations so that needed roadways and utility infrastructure improvements do not divide communities. Further, the 2035 General Plan contains numerous goals and policies designed to ensure that communities and neighborhoods remain cohesive and connected, and growth is compact and in areas suited for it.

The 2035 General Plan also identifies four New Community Study Areas, where urban development may be studied in the future but not currently allowed. New communities are anticipated to be self-contained and therefore could accommodate growth without physically dividing existing communities. New communities are envisioned to be large-scale master-planned communities that are likely to be implemented sequentially over time and designed in a comprehensive manner. A specific plan is required for all new communities to ensure a unified project that does not create divisions within existing communities.

The 2035 General Plan contains proposed goals and policies in the Land Use, Circulation, and Public Facilities and Services Elements that seeks to prevent the physical or visual division of an established community. [Table 14-1](#) lists all goals and policies that would avoid or minimize the physical division of existing communities.

For example, the Land Use Element contains goals and supporting policies designed to promote integrated communities rather than divide existing communities. The Land Use Element accomplishes this by supporting a plan that directs growth to locations in existing communities, to city fringe areas that have existing infrastructure, and potentially to the New Community Study Areas if a specific plan were adopted. Goal LU-1 is to maintain the County's rural character while providing areas for needed future growth. Concentrating future growth towards areas in the County that have existing infrastructure or carefully-planned community areas that are nearby existing infrastructure and could otherwise be efficiently served would reduce the need to plan for and build extensive amounts of new infrastructure connections in existing communities, the construction of which could physically divide such existing communities. Goal LU-4 provides incentives for well-sited clustered residential growth, which would minimize the potential that growth would occur in a location where new infrastructure would have to run through an existing community and create a physical division.

The Land Use Element also contains goals and supporting policies that support clustered commercial development at key intersections, and an orderly pattern of growth, which protects the integrity of existing neighborhoods. Goal LU-5 supports commercial and mixed-use development that promotes regional, thoroughfare, and locally-serving commercial uses at central locations that are compatible with surrounding land uses and are located near existing public infrastructure and utilities. Compact commercial development near major roadways and highways would minimize the division of established communities because fewer new roadways would be needed. The 2035 General Plan was also designed to enhance the historic and rural

character of the County by supporting established and historic communities. Goal LU-7 would protect the County's historic identity and rural community character from physical or visual division.

The Land Use Element also identifies areas that may be suitable for future assessment as New Community Study Areas. New Communities that may be developed in New Community Study Areas are envisioned to be self-contained developments that generally cannot be developed under existing allowed residential densities, even with clustered residential incentives. New Communities could potentially provide an alternative to avoid growth patterns that might otherwise divide existing communities and neighborhoods. New Communities will be required to be master planned, thereby creating opportunities for thoughtful site planning and coordinated mitigation of impacts, limiting secondary growth effects, and affording the opportunity for comprehensively planned road and trail systems, neighborhoods, schools, and public facilities.

A portion of the future growth in the County is anticipated to occur either within cities' SOIs or near their SOIs. While cities have land use authority within their city limits, the County coordinates planning efforts with the cities for the unincorporated portions of their SOIs. Therefore, consultation and coordination between cities and the County are necessary for future planning within these identified areas. Orderly expansion, zoning consistency, and land use controls are some of the ways cities and the County can coordinate and better plan for future development. Goal LU-9 would ensure that development in the County/city fringe areas is well-planned and adequately serviced. As a result, it would be less likely that existing communities would be divided and impacted by development. In general, policies that emphasize coordination with neighboring jurisdictions allow the County to plan new development in a manner that would not divide existing communities, for example, by directing development to locations that already have adequate existing infrastructure and public services.

In addition, goals and policies in the Circulation Element support cohesive development by encouraging a well-balanced network of transportation choices, including alternative modes of transportation. Alternative modes of transportation can reduce roadway congestion that could indirectly divide communities during peak hour traffic. Goal C-1 would ensure an adequate road system is provided that is safe, efficient, reliable, and within the County's ability to finance and maintain. Goal C-2 supports providing an accessible system of facilities for bicycle, equestrian, and pedestrian travel that would minimize impacts related to the physical division of an established community by improving the connectivity of communities through roadway designs that support alternative modes of transportation, walkability, connections through neighborhoods, and safety measures. Goal C-3 promotes public transit to provide another alternative to automobile travel, also increasing connectivity in communities. Goal C-4 encourages alternative transportation modes to reduce vehicular traffic. Several policies are designed to support this goal by expanding the multi-modal transit options in the County, in

such a way that integrates and improves the cohesiveness of communities rather than dividing them due to poorly planned transit corridors or highway projects that may separate compatible land uses or communities. The New Community Study Area has been located proximate to major existing transportation corridors, and Goal LU-8 requires the County to accept applications for New Communities that are accessible to existing or proposed major transportation routes. Implementation of the goals and policies in the Circulation Element of the 2035 General Plan would provide a range of transportation choices, which could reduce the demands on County roadways, minimize the need for new roadway improvements, and lessen the likelihood that such improvements would physically divide communities.

Further, the Public Facilities and Services Element contains policies that focus on the efficient delivery of public services, utilities, and telecommunication services. An effective delivery of public services would reduce the need to plan and construct new infrastructure to meet the County's growing population. Goal PFS-1 sets the County's overall intention to provide residents and businesses with quality public facilities and services, minimizing the likelihood these services would negatively impact existing communities. Goal PFS-8 is to ensure that all areas of the County are provided with gas and electric service in ways that minimize public health issues and the potential for utility lines to physically divide or visually obstruct a community. Goal PFS-9 is to facilitate the orderly and appropriate development of telecommunications facilities to minimize visibility and prevent visual clutter, which minimizes the chance that new telecommunication lines would physically divide an established community.

In general, new development associated with the proposed 2035 General Plan would represent a continuation of the existing community areas of the County or establishment of new communities in the identified New Community Study Area, and neither scenario would result in the physical division of an existing community. However, although proposed goals and policies would ensure that new development would support and maintain the cohesiveness of the existing built environment, infrastructure projects at certain locations related to new development (i.e., new roadways, expanded utility and transmission lines) could physically divide existing communities. For example, to reduce traffic congestion due to new growth and improve the County roadway system level of service, major roadway improvements may be needed for accessibility. These roadways may require additional land to accommodate highway interchange areas, creating potential physical and visual divisions. Also, future connections to High Speed Rail and Caltrain stations may also be needed, specifically to proposed stations in Gilroy. These types of major infrastructure projects would result in the construction of a physical feature that would impair connections within a community. Therefore, urban and other development which would result from the implementation of the proposed 2035 General Plan could cause the siting and construction of new roadways and infrastructure corridors at certain locations that could physically divide communities and result in a potentially significant impact.

Implementation of the following mitigation measures would ensure that new links to the existing transportation network and infrastructure system, such as major roadways, rail lines, and transit infrastructure projects associated with urban and other development, would not result in the physical division of an existing community.

Mitigation Measures:

LU-1a. Amend the following policies in the 2035 General Plan Circulation Element:

Policy C-1.2: Complete Streets (Bullet “c.”)

- c. Creating multi-modal street connections in order to establish a comprehensive, integrated, and connected transportation network designed to avoid the construction of new roadways and rail lines that would cause the physical division of existing communities;*

Policy C-1.3: Roadway Improvement Aesthetics

The County shall require roadway improvements, such as roadway alignment and grading, landscaping, and/or other treatments, to reflect a context sensitive approach and be based on the intended character, whether urban or rural, of a particular location to be designed to conform to existing landforms and to include landscaping and/or other treatments to ensure that aesthetics are preserved, including the County's rural character.

Policy C-3.2: Future Connections to High-Speed Rail

The County shall pursue potential opportunities to connect transit to future high-speed rail if a high-speed rail station is built in Gilroy and ensure that proposed connection alignments are carefully planned to maximize accessibility and minimize related environmental impacts associated with visual obstructions and noise, as appropriate.

Policy C-3.3: Connections to Gilroy Transit Center

The County shall encourage the use of shuttles/transit services at the Gilroy Transit Center to connect to appropriate and carefully planned locations that maximize use and minimize impacts to existing communities. The County shall also encourage the expansion of passenger rail between the Gilroy Caltrain Station and Hollister.

LU-1b. Add the following policy to the 2035 General Plan Land Use Element:

Policy LU-8.10: New Community Connectivity Requirements

To support integrated land use planning that fosters connectivity between land uses and the circulation system in New Communities, the County shall encourage the following parameters to reduce barriers to connectivity:

1. Limit the use of fences and walls around New Communities or Planned Developments, or public thoroughfares that create barriers for multi-modal travel and an integrated circulation system;
2. Design parking areas near mixed-use, multi-family, and other high-density housing planned developments to be well-connected, and to accommodate pedestrian routes, as appropriate to the context;
3. Provide multiple access points (roadways, bicycle paths through cul-de-sacs) for multi-modal types of transportation (vehicular, bicycle, pedestrian) so that the New Communities are well-connected and provide a comprehensive network of traffic without undue concentration;
4. Discourage sound walls within New Communities and instead encourage other design solutions to address noise issues, that may include traffic distribution across a well-connected and configured network, narrower roadways, and traffic calming measures, as appropriate to the context; and
5. Encourage additional trail and street connections between proposed New Communities and Planned Developments and established neighborhoods, as appropriate to the context.

Implementation of Mitigation Measures LU-1a and LU-1b would result in a reduction in the potential for new development and related infrastructure to physically divide an existing community. These mitigation measures, together with the goals and policies proposed in the 2035 General Plan, would ensure that the County consider community integrity when reviewing proposals for new developments, and when siting and constructing new linear utility infrastructure, roadways, and transit and rail facilities, and thus reduce the potential impacts of any such physical division to a less than significant level.

Impact LU-2: Conflict with any applicable plan, policy, or regulation of a government agency with jurisdiction over land in unincorporated San Benito County that has been adopted for the purpose of avoiding or mitigating an environmental effect (X.b).

Level of Significance: Less than significant, no mitigation required.

Implementation of the proposed 2035 General Plan could lead to land use inconsistencies that would conflict with applicable plans, policies, or regulations that have jurisdiction over land use within unincorporated County. However, once adopted, the General Plan would itself become the leading applicable plan, policy and regulation for development in the County. Although the 2035 General Plan is not required to be consistent with the planning documents of adjacent local agencies because such agencies have no land use jurisdiction over County land, there are no known conflicts with such policies. Therefore, this impact would be less than significant.

Regional agencies that would have jurisdiction over specific land use or environmental issues include, but are not limited to, the MBUAPCD, LAFCO, and AMBAG. State agencies that may have some permitting or other regulatory authority include, but are not limited to, the California Department of Transportation, the California Department of State Parks, the California Department of Fish and Wildlife, the California Department of Conservation, and the Central Coast Regional Water Quality Control Board. Federal agencies that may have some permitting or other regulatory authority include, but are not limited to the Bureau of the Department of Interior, U.S. Fish and Wildlife Service, the National Park Service, the Bureau of Land Management, and Bureau of Reclamation.

The proposed 2035 General Plan was designed to achieve and promote consistency with the applicable plans, policies, and regulations of other governmental agencies and other applicable policies adopted by the County to the extent appropriate under applicable law. Goals and policies outlined in the 2035 General Plan under the Land Use, Circulation, Public Facilities and Services, Natural and Cultural Resources, and Health and Safety Elements would minimize land use inconsistencies. [Table 14-1](#) lists goals and policies that would encourage the development of coordinated land use policies with other jurisdictions, promote land use compatibility, and encourage logical and orderly development patterns between jurisdictions.

The Land Use Element contains goals and supporting policies designed to promote land use consistency among local agencies, although such consistency is not required by law. Several policies are designed to encourage consultation, coordination, and cooperation between cities as desirable aspects of future planning and consistency among land use plans. The Land Use Element contains a goal and set of supporting policies designed to ensure that planning and development approvals within city fringe areas are coordinated between the County and the cities in order to ensure future growth in these areas is orderly, efficient, and has sufficient and necessary public facilities and infrastructure.

The Circulation Element contains policies that encourage coordination among cities and transportation agencies (e.g., Caltrans) in the County, as well as consistency with city and regional transportation plans. Coordination with city and regional agencies would promote the development of uniform land use policies that do not conflict with habitat conservation plans, natural resource management plans, transportation plans, or park master plans, among other state and federal resource documents. Program participation would also promote the efficient use of governmental resources when multiple agencies may be seeking to accomplish similar land use and transportation planning goals.

The Public Facilities and Services Element contains numerous policies that assist the County in framing decisions concerning public and private infrastructure, utilities, and services. Existing and planned development is dependent on a network of existing public facilities and services. Various public and private organizations and entities, independent special districts, and private companies cover the provision of these services. The Public Facilities and Services Element

contains a number of policies that focus on coordination with various agencies, water purveyors, districts, and utility service providers. Policies also focus on preventing land use encroachment and incompatibility with surrounding land uses.

The Natural and Cultural Resources Element goals and policies focus on coordination and among various regional, state, and federal agencies to support habitat conservation, park and recreation development, and Native American consultation. Policies encourage the development of a consistent approach to land use policy, as appropriate, with other local jurisdictions, and support continued participation by the County in environmental and natural resource planning programs administered by a variety of agencies. Federal, state, and regional agencies may include the U.S. Department of Fish and Wildlife Service, the Bureau of Land Management, California Department of Fish and Wildlife, and the Monterey Bay Unified Air Pollution Control District.

The Health and Safety Element contains policies focused on safety standards to establish requirements to reduce the potential for incompatible development related to public health hazards, nuisances, and sensitive uses. Among other things, buffer and screening requirements, and other performance-based standards would help to minimize various negative land use impacts.

The intent of the proposed 2035 General Plan is to ensure that existing and future land uses would be compatible, consistent, and uniform, and that they would not result in conflicts, health hazards, or nuisance conditions for adjacent uses. Land uses within identified urban areas are expected to be compatible with one another because 2035 General Plan policies establish extensive guidelines and application requirements for consistent and compatible development, particularly in new urban communities.

Because the various 2035 General Plan policies encourage the placement of compatible urban and urban/agricultural interface land uses, and encourage planning and coordination between land uses under jurisdiction of County, federal, state, and regional conservation, air quality, transportation, and land management agencies, no land use incompatibilities would result. For these reasons, this impact would be considered less than significant.

Although there is no legal requirement for consistency, the land use and circulation policies in the 2035 General Plan are generally consistent with the land use and circulation policies in AMBAG's 2014 Sustainable Conservation Strategy approved in 2014. Both policy documents strive to integrate land use and transportation planning with the goal of reducing greenhouse gas emissions from passenger cars and light trucks by reducing vehicle miles travelled. As set forth in the analysis in Chapter 11, implementation of the 2035 General Plan is expected to significantly decrease greenhouse gas emissions from the transportation sector in comparison to a business as usual scenario. Any inconsistency with the Sustainable Conservation Strategy would not be

considered an environmental impact under CEQA because the County is not subject to AMBAG jurisdiction with respect to adoption of policies concerning land use or circulation.

Impact LU-3: Conflict with any applicable habitat conservation plan or natural community conservation plan (X.c).

Level of Significance: No impact, no mitigation required.

Implementation of the proposed 2035 General Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan because there is not an applicable habitat conservation plan or a natural community conservation plan for the County. Therefore, there would be less-than-significant impact in this regard.