

San Benito County

San Benito County River Parkway and Regional Park Project

Final
Initial Study

September 2013



**San Benito County River Parkway and
Regional Park Project**

**Initial Study and
Notice of Preparation of a
Draft Environmental Impact Report**

Prepared by:

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Public Works Department**
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September 2013

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**SAN BENITO COUNTY RIVER PARKWAY
AND REGIONAL PARK PROJECT**

INITIAL STUDY

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INITIAL STUDY

PROJECT TITLE

San Benito County River Parkway and Regional Park Project

LEAD AGENCY AND CONTACT PERSON

San Benito County Public Works Department
2301 Technology Parkway
Hollister, California 95023

Contact Person: Adam Goldstone, Capital Project Manager, 831-902-2207, agoldstone@cosb.us

PROJECT SITE CHARACTERISTICS

Project Location:

The San Benito County River Parkway is a 20-mile-long trail corridor in northwestern San Benito County. The River Parkway would extend through unincorporated County land, primarily along the winding San Benito River, and through City of Hollister land near the 4th Street bridge. Figure 1 shows the regional location of the River Parkway corridor.

The River Parkway is separated into five reaches, as shown in Figure 2:

- Reach 1 begins at the San Juan Highway, which is located just to the east of Highway 101, and features approximately 3 ³/₄ miles of the San Benito River extending upstream (eastward) to Lucy Brown Lane;
- Reach 2 begins at Lucy Brown Lane and extends approximately 4 ³/₄ miles upstream to the 4th Street bridge;
- Reach 3 extends along the San Benito River from the 4th Street bridge upstream approximately 3-³/₄ miles to Hospital Road;
- Reach 4 begins at Hospital Road and extends approximately 4-¹/₂ miles along the San Benito River and Tres Pinos Creek to the Southside Bridge; and
- Reach 5 extends along Tres Pinos Creek from the Southside Bridge 3-¹/₂ miles upstream to the San Benito County Historical Park.

The 52-acre Regional Park site would be located between the River Parkway to the south and San Benito High School to the north, and west of San Benito Street.

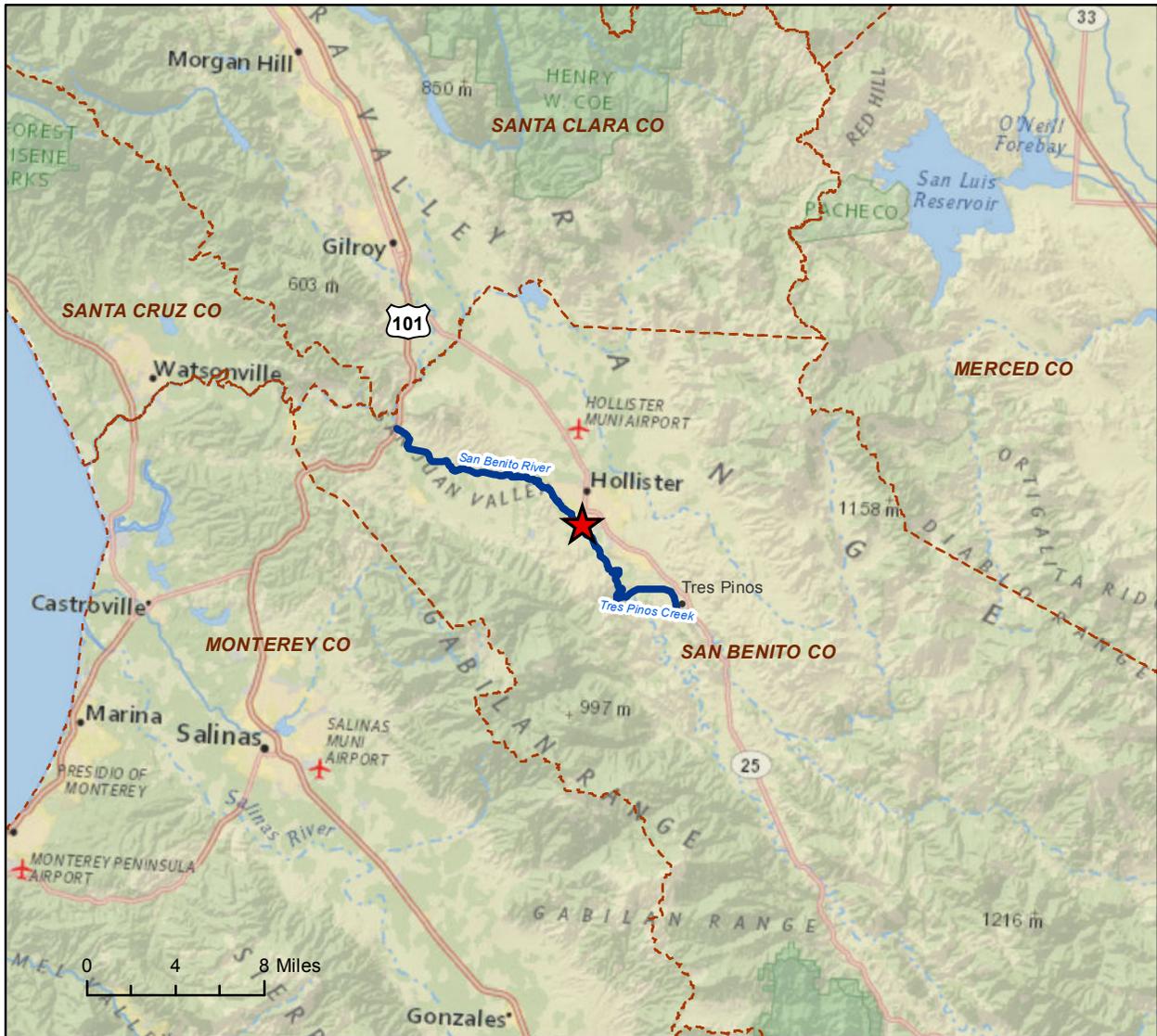
General Plan Designation:

Multiple Designations for the River Parkway; Rural Residential for the Regional Park

Zoning:

Multiple Districts for the River Parkway; Rural Residential for the Regional Park





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-  Project Location
-  River Parkway Corridor



Regional Location

Figure 1



- Reach One** – San Benito River (Old San Juan Highway to Lucy Brown Lane)
- Reach Two** – San Benito River (Lucy Brown Lane to 4th Street bridge)
- Reach Three** – San Benito River (4th Street bridge to Hospital Road)
- Reach Four** – San Benito River and Tres Pinos Creek (Hospital Road to Southside Road bridge)
- Reach Five** – Tres Pinos Creek (Southside Road bridge to the County Historical Park)

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River Parkway Reaches

Figure 2

PROJECT DESCRIPTION

The proposed project includes two related components: the 20-mile River Parkway and the attached 52-acre Regional Park site.

River Parkway

The guiding vision for the River Parkway is to provide multi-use (hiking/bicycling/equestrian) public trails, open space and parks along a 20-mile corridor of the San Benito River and Tres Pinos Creek. As discussed under *Project Location*, the River Parkway would be divided into five reaches. Reach Three would traverse a more urban environment near the southern limits of the City of Hollister, while the remaining reaches would mainly pass through rural and agricultural areas. Full implementation of all five reaches would require a phased approach. Interim trail access may be provided on the River Parkway until full improvements can be funded, designed, and constructed. Primary and secondary staging areas would be established to provide convenient access for trail users.

Potential trail users may include walkers, hikers, joggers, trail runners, birdwatchers, equestrians, mountain bicyclists, road bicyclists, people with disabilities, commuters, and others. Where feasible, a paved trail surface accessible to persons with disabilities would serve as the primary artery of the River Parkway. According to the San Benito River Parkway Master Plan (hereafter referred to as the Master Plan), a paved trail width of 10 feet is preferred to accommodate multiple uses and users, with 8 feet being the minimum width. Paved trails would have an adjacent unpaved buffer or shoulder. Other preferred surfaces include crusher fines (composed of compacted, stabilized crushed rock) and unpaved natural surfaces. The exact alignment of the primary trail in the River Parkway has not been defined in any of the reaches.

Reach One

The westernmost reach of the River Parkway travels along extensive riparian woodlands and scrub vegetation, with the base of the Flint Hills to the north and agricultural fields in the San Juan Valley to the south. A specific trail alignment within Reach One has not been identified because the land is presently in private ownership; any future specific trail alignment would be dependent on negotiations with interested landowners and/or willing sellers. The primary multi-use trail system would be developed on level river terrace lands on the south side of the San Benito River, with alternate routes as needed along existing public roadways such as the San Juan Highway, Highway 156, San Justo Road, and Duncan Lane to provide continuous trail access. A pedestrian/bicycle connection would be provided from the River Parkway to the community of San Juan Bautista to the south and to the Juan Bautista de Anza National Historic Trail. Existing stands of riparian woodland, particularly large mature native trees, would be retained in Reach One.

Reach Two:

The second reach features a broad expanse of floodplain, which abuts the rangeland of the Flint Hills to the north and agricultural lands to the south. In the eastern portion of the reach toward



the City of Hollister, land use transitions from open grasslands to rural residential properties on the north side of the river. On the south side, land use transitions from agricultural fields and rural residences to municipal and light industrial uses, including the City of Hollister's Domestic Water Reclamation Facility. Much of the river corridor from Bixby Lane eastward and continuing along the Domestic Water Reclamation Facility is presently owned by a company which includes sand and gravel mining operations. This eastern portion of Reach Two currently shows evidence of illegal off-highway vehicle activity.

A specific alignment for a multi-use trail within Reach Two has not been identified because most of the land is presently in private ownership. Land owned by the City of Hollister for the Domestic Water Reclamation Facility and by mining operations may provide opportunities for a future trail alignment. The primary multi-use trail system would be developed on the level river terrace lands along the south side of the San Benito River, with alternate routes as needed along existing public roadways such as Duncan Lane to provide continuous trail access. Reach Two would include a designated river crossing for pedestrians, bicyclists and equestrians in the vicinity of the 4th Street Bridge to provide a trail connection to Reach Three. Off-highway vehicles would be restricted from accessing the riparian corridor.

Reach Three

In contrast to other reaches of the River Parkway, Reach Three has a more urbanized setting including residential neighborhoods and public facilities in the City of Hollister to the north. An undeveloped area, proposed for the Regional Park and open space, presently exists within the central portion of the reach adjacent to San Benito High School. Across the river from Hollister city limits, the setting features agricultural fields, rural residences, and an officially unnamed park referred to as Riverside Park in this document. Between Union Road and Hospital Road, both sides of the river feature primarily agricultural fields. While much of the river corridor within Reach Three is in private ownership, some of the land is owned by public agencies. These lands include Riverside Park, the City of Hollister Industrial Wastewater Treatment Plant, school district lands, and river crossing rights-of-way. A substantial area within the river corridor is owned by mining companies, much of which has been previously mined for sand and gravel. Active mining operations also are present within Reach Three.

The primary multi-use trail system would be developed on level river terrace lands along the north side of the San Benito River, with alternate routes as needed along existing public roadways such as Apricot Lane and Westside Boulevard to provide continuous trail access. Reach Three also would include a new pedestrian/bicycle bridge crossing of the San Benito River connecting Riverside Park to the City of Hollister Industrial Wastewater Treatment Plant, as well as a direct pedestrian/bicycle connection from the multi-use trail to the proposed Regional Park. This connection may require crossing a future Westside Boulevard extension. Measures would be implemented to prevent off-highway vehicles from accessing the river corridor.

Reach Four

Reach Four travels along the San Benito River to its confluence with Tres Pinos Creek and then follows the latter waterway upstream to the northeast. This reach features a broad floodplain and is bordered by agricultural fields and rural residences in unincorporated San Benito



County. The lands within Reach Four are privately owned, with the exception of the rights-of-way for the Hospital Road and Southside Road crossings. The primary trail system would be developed along the northeastern side of the San Benito River corridor, with pedestrian/bicycle access across Tres Pinos Creek at the Southside Bridge crossing. If a trail route is not feasible along some segments of the San Benito River and Tres Pinos Creek within this reach, the primary route may follow along the Southside Road corridor. Future opportunities also would be explored to provide a trail connection from the River Parkway to the Hollister Hills State Vehicular Recreation Area (SVRA) trail system.

Reach Five

The creek corridor in Reach Five is bordered by rural landscapes including rolling hills and terrace lands to the north and level terrace lands and hillsides to the south. Land use along Reach Five includes agricultural fields, orchards, rangeland, rural residences, active sand and gravel mining operations, and the County Historical Park. The mining operation company also owns approximately 2 miles of the 3-1/2 mile creek corridor within this reach. The creek corridor in the southernmost end of the reach is publicly owned as part of the County Historical Park. San Benito County Historical Park is located at the southern end of Reach Five. The primary trail system would be developed along either the north or south side of Tres Pinos Creek from the Southside Road Bridge to the at-grade creek crossing, and along the northeast side of Tres Pinos Creek between the Southside Road at-grade crossing and the San Benito County Historical Park. Public roadways to be considered for access improvements include Southside Road and Bolado Road. A trail route connection would be provided between the River Parkway and the historic community of Tres Pinos.

Regional Park

As shown in Figure 3, the 52-acre Regional Park would consist of a circular “central hub”, a softball complex, and several additional elements. It should be noted that the proposed 52-acre site contains a 21-acre parcel that is not currently available and therefore would not be included in near-term development of the Regional Park. This parcel, located on the southeastern portion of the Regional Park site, is currently used to generate solar power. As proposed, the Regional Park would involve development of recreational facilities on the remaining 31 acres of the park site. To accommodate this change in boundaries, the amount of natural open space would be reduced in the Regional Park, although the elements described below and listed on Figure 3 would remain. The 21-acre parcel could potentially be added to the Regional Park in the future.

The central hub would include the following elements:

- Two basketball courts;
- Bouldering area and climbing wall;
- Agrarian theme playground;
- Outdoor amphitheater for 200 seated guests;
- Community center building (approximately 15,000 square feet) with indoor recreation, kitchen, theater, and possibly administration offices;
- Public swimming pool and wading pool with small entry building/restroom;





PROGRAM ELEMENTS

21-acre parcel that is not currently available for park development

CENTRAL HUB KEY ELEMENTS

- (2) Basketball courts
- Bouldering area and climbing wall
- Agrarian theme playground
- Outdoor amphitheater for 200 seated guests
- Community center building with indoor recreation, kitchen, theater, and possibly administration offices
- Public swimming pool and wading pool with small entry building/restroom
- Educational gardens/life labs
- Bocce ball courts
- Demonstration orchard with ornamental non-fruiting trees
- Parking lot (approx. 100 spaces)

SOFTBALL COMPLEX KEY ELEMENTS

- (4) Adult fields with dugouts, lights and electronic score boards
- Concession/restroom building
- Small playground
- Picnic shelters (non reservable)
- Parking lot (approx. 100-120 spaces)

ADDITIONAL PARK KEY ELEMENTS

- Asphalt multi-use court
- BMX pump track
- Picnic pavilions (reservable)
- Picnic shelters (non reservable)
- Sand/turf volleyball court
- Nature trails through Oak woodland
- Parking lot with shade trees with approx. 100-120 spaces

Regional Park Conceptual Plan

- Educational gardens/life labs;
- Bocce ball courts;
- Demonstration orchard with ornamental non-fruiting trees; and
- Parking lot (approximately 100 spaces).

The softball complex would include the following elements:

- Four adult fields with dugouts, lights, and electronic score boards;
- Concession/restroom building;
- Small playground;
- Picnic shelters (non-reservable); and
- Parking lot (approximately 100 to 120 spaces).

In addition to the above features, the Regional Park would have an asphalt multi-use court, a BMX pump track, picnic pavilions and shelters, a sand/turf volleyball court, and nature trails through oak woodland.

SURROUNDING LAND USES AND SETTING

The River Parkway extends through a variety of landscapes along the San Benito River and Tres Pinos Creek. Reach One, at the western portion of the River Parkway, is adjacent to agricultural uses. Reach Two is adjacent to agricultural, rural residential, and municipal and light industrial uses including the City of Hollister's Domestic Water Reclamation Facility. Reach Three passes alongside residential neighborhoods, the proposed Regional Park, and public facilities in City of Hollister to the north, as well agricultural fields, rural residences, and Riverside Park to the south. Reach Four is bordered by agricultural fields and rural residences, while Reach Five is surrounded by agricultural fields, orchards, rangeland, rural residences, sand and gravel mining operations, and the County Historical Park.

The Regional Park site is bordered by rural residential uses and the First Presbyterian Church of Hollister to the east, agricultural land and the San Benito High School to the north and northwest, the San Benito River corridor to the southwest, and commercial uses to the southeast.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

The proposed project requires the certification of an EIR, adoption of the Master Plan, and approval of the Regional Park by San Benito County prior to the initiation of the project. In addition, the following discretionary approvals from other agencies may be required prior to project construction:

- *U.S. Army Corps of Engineers Section 404 Clean Water Act Permit(s);*
- *U.S. Fish and Wildlife Service Federal Endangered Species Act authorization or incidental take statement for take of federally listed species; California Department of Fish and Wildlife Section 1600 California Fish and Game Code Permit(s) (Streambed Alteration Agreement) ;*
- *California Department of Fish and Wildlife authorization or permit to take State-listed species subject to the California Endangered Species Act*



- *Regional Water Quality Control Board Section 401 Clean Water Act Water Quality Certification and/or waste discharge requirement, and coverage under the General Construction Permit for storm water discharges associated with construction activities; and/or*
- *Caltrans Encroachment Permit(s).*



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

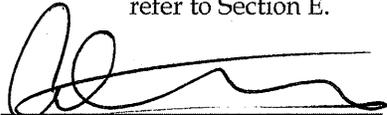
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" "unless mitigated" as indicated by the checklist on the following pages.

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

DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- I find that a previous EIR or negative Declaration may be utilized for this project - refer to Section E.


Signature

9/20/13
Date

ADAM GOLDSTONE
Printed Name

SAN BENITO COUNTY
For



ENVIRONMENTAL CHECKLIST

I. AESTHETICS

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

a, b) Prominent elements of San Benito County’s scenic landscape, as defined in the General Plan Background Report, include views of mountains, undeveloped rangelands, large agricultural fields and croplands, natural ridgelines along the Diablo and Gabilan Ranges, and annual grasslands (San Benito County, 2010). Several roadways which offer views of these landscapes have been designated as scenic routes. State Route 156 is eligible for State designation as a scenic highway throughout the County and provides scenic views of rangeland and cropland. This roadway intersects the River Parkway corridor to the west of Hollister. In addition, State Route 25 is eligible for State designation and is adjacent to the eastern end of the River Parkway near the San Benito County Historical Park. Scenic resources visible from State Route 25 include cropland, rural residences, urban residences, rangeland, and Federal lands (San Benito County, 2010). No local scenic routes, as designated by the County, are located in the vicinity of the River Parkway and Regional Park.

The proposed River Parkway would involve construction of multi-use trails, landscaping, and structural improvements along the San Benito River and Tres Pinos Creek, in a corridor that may be visible from State Routes 25 and 156. Structural improvements along the trail corridor may include: various types of trail fencing; trail furnishings such as benches and seating areas, trash receptacles, bike racks, and picnic and shade shelters; staging areas, including parking, picnic tables, public telephones, bike racks, and shade and shelter; night lighting (along trails and bridges); and signage.

Scenic resources also occur in the proposed River Parkway corridor and Regional Park. Implementation of the Master Plan and construction of the Regional Park could affect resources



such as mature oak trees, willow cottonwood riparian woodland, oak woodland, freshwater marsh, scrub vegetation, and grasslands. Therefore, impacts to scenic vistas, resources, and highways could be significant and will be discussed further in the EIR.

c) The proposed Master Plan includes general guidelines to ensure that visual character and quality are maintained throughout the length of the proposed River Parkway. Based on these general guidelines, the River Parkway would avoid or minimize impacts to natural features such as mature native trees, riparian woodland, and mulefat scrub, and would avoid installation of fencing on lower terraces within the floodplain. The Master Plan also includes specific guidelines for rural, urban, confined, floodplain, and roadway corridors in the River Parkway. Signage, trailheads, and furnishings such as benches, picnic tables, shade structures, and drinking fountains would be designed to create an aesthetic appropriate to the natural setting. However, it is possible that use of the trail could result in litter and/or deterioration of the trail. In addition, construction of trail improvements, as discussed in *Item a-b* above, could degrade the existing visual character or quality of the trail corridor. Construction of the proposed Regional Park also could alter the rural and agricultural character of the site. Therefore, visual character impacts could be significant and will be discussed further in the EIR.

d) Based on guidelines in the Master Plan, the River Parkway would not include lighting within rural and agricultural areas except as needed for public safety/security; any lighting would be shielded to prevent light spillage into the riparian and stream corridor. Within urbanized and park settings, night lighting would be shielded along trails and bridges. Furthermore, the Master Plan states that lighting fixtures shall meet “Dark Sky” requirements by not shining light up into the sky. However, the additional lights may be visible to nearby residents and surrounding land uses. At the proposed Regional Park, lights at the amphitheater, community center, and swimming pool, and lights and electronic scoreboards at the softball complex, also could result in light pollution to residences in the Hollister area. Impacts regarding new sources of light could be significant and will be further discussed in the EIR.

II. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest Range Assessment Project and the Forest Legacy Assessment project; and the forest carbon measurement methodology provided in the Forest Protocols adopted by the California Air Resources Board.



Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, e) The majority of the proposed River Parkway would be located adjacent to agricultural uses and would run through prime farmland and grazing lands (California Department of Conservation, 2012). In addition, the Regional Park would be constructed on a site with unique farmland, grazing lands, farmland of statewide importance, and prime farmland. Implementation of the project could result in the conversion of these lands to a non-agricultural use and could lead to potential conflicts between recreational trail users and agricultural operations. Impacts to agricultural resources could be significant, and will therefore be analyzed in the EIR.

c, d) Portions of the River Parkway and Regional Park would be built in areas with riparian and oak woodland. The Master Plan identifies approximately 568 acres of riparian woodland comprised predominantly of willow and cottonwood trees in the River Parkway corridor. This riparian woodland grows on slopes and terrace deposits along the San Benito River and Tres Pinos Creek channels. In addition, the Master Plan identifies 14 acres of oak woodland in the



corridor, located on undeveloped slopes abutting the San Benito River and Tres Pinos Creek. As shown in Figure 3, the Regional Park also contains oak woodlands.

Pursuant to Public Resources Code Section 12220(g), forest land is defined as land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The woodlands in the River Parkway corridor and Regional Park would be managed for recreation, aesthetics, and biological diversity, and therefore could meet this definition of forest land.

In accordance with guidelines in the Master Plan, existing stands of riparian woodland would be retained in each reach of the Regional Parkway, passive restoration would be encouraged, and active restoration would be implemented to close gaps in woodland. Furthermore, the Regional Park would preserve oak woodlands as recreational areas. Therefore, forest land in the project area would generally be preserved and managed for recreational purposes. Impacts would be considered less than significant.



III. AIR QUALITY

Where available, the significance criteria established by the Monterey Bay Unified Air Pollution Control District may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) The proposed River Parkway and Regional Park would be located within the North Central Coast Air Basin (NCCAB) and falls under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). As of January 2013, the MBUAPCD is in non-attainment for the state 8-hour ozone standards and particulate matter less than 10 microns in diameter (PM₁₀). The MBUAPCD is in attainment for the state and federal PM_{2.5}, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead standards. Local sources of emissions include industrial operations, automobiles, and agricultural operations.

The proposed multi-use recreational trail would facilitate increased use of bicycle, pedestrian, and equestrian modes of transportation. By providing an opportunity for zero- to low-emission transportation, the proposed trail alignment would be expected to have a beneficial effect on overall emissions in the air basin. As such, implementation of the proposed trail alignment would be consistent with the goals of the MBUAPCD to improve air quality.

However, construction of the proposed trail would generate temporary, short-term impacts to air quality. Sensitive receptors near the project site include residences, places of worship, and



schools. Due to the nonattainment status of ozone and PM₁₀ in the MBUAPCD, as well as the alignment of the trail and location of the Regional Park near sensitive receptors, impacts could be potentially significant. Air quality impacts resulting from the proposed River Parkway and Regional Park will therefore be further analyzed in the EIR.

e) Construction of trail facilities in the River Parkway corridor, and of recreational facilities in the Regional Park, may generate some odors associated with paving or painting activities. Although impacts from construction would be temporary and would not affect a substantial number of people, staging areas for equestrian users of the River Parkway may generate objectionable odors during operation of the project. Therefore, impacts would be potentially significant and will be further analyzed in the EIR.

IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



IV. BIOLOGICAL RESOURCES (Continued)

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The Master Plan identifies several sensitive plant species as having the highest potential to occur in the River Parkway, including alkali milk-vetch, San Joaquin spearscale, Pinnacles buckwheat, and Indian Valley bush mallow. The latter species has been observed upstream of Hospital Road, according to the Master Plan. In addition, special-status wildlife species including steelhead, three amphibian species, two reptile species, seven bird species, and three bat species may occur in the river area.

Trail construction activities, such as grading and paving, could result in habitat disturbances or direct loss of habitat, including wetlands and riparian vegetation. Impacts to sensitive species could be significant and will be analyzed further in the EIR.

b, c, d) According to the proposed Master Plan, the River Parkway corridor includes 561 acres of willow cottonwood riparian woodland and three acres of freshwater marsh habitat. Willow cottonwood riparian habitat is ranked as a highly imperiled habitat by the California Department of Fish and Wildlife. Development of trails, landscaping, and structural improvements for the River Parkway could adversely affect sensitive habitats and wetlands. The Master Plan include guidelines to protect biological resources by locating staging areas outside of sensitive habitats, avoiding nesting birds and raptors during construction, and minimizing lighting in sensitive wildlife habitats along water courses, among others. Nevertheless, impacts are potentially significant and will be analyzed further in the EIR.

e) Due to the presence of sensitive habitats and potentially occurrence of sensitive species in the project area, impacts regarding consistency with habitat and natural community policies would be potentially significant. Relevant plans that guide biological policy in the trail corridor area



include the County’s General Plan. The proposed Master Plan’s consistency with local policies regarding sensitive species and habitats will be analyzed in the EIR.

f) The proposed River Parkway and Regional Park would not conflict with any applicable habitat conservation plan or natural community conservation plan, as none has been adopted for the project site. Impacts would therefore be considered less than significant.

V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) The proposed River Parkway and Regional Park is located in the northwestern portion of San Benito County, a region rich in historical, cultural, and archaeological resources. One of California’s 21 Spanish missions, San Juan Bautista, was founded in 1797 in the San Juan Valley to the south of the River Parkway. Additionally, Reach One of the River Parkway is intersected by the Juan Bautista de Anza National Historic Trail, a 1,200-mile-long route charted by Spanish explorers between 1774 and 1775. The Master Plan would facilitate the construction and operation of a multi-use trail that crosses this historic trail. According to guidelines in the Master Plan, interpretive displays along the primary trail route would educate users about natural and cultural resources such as the Anza expedition. Nevertheless, there is a potential that existing cultural, archaeological, and paleontological resources are present in undeveloped areas of the proposed alignment, and that project construction activities, including ground clearing, grading, and excavation, could have adverse impacts on existing identified and previously unidentified historical and archaeological resources, or other archaeological features. Impacts to cultural resources could be potentially significant, and will be further discussed in the EIR.



VI. GEOLOGY/SOILS

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) Based on the California Geological Survey's map of the Hollister Quadrangle, the proposed River Parkway would intersect the potentially active Calaveras fault zone to the south of San Benito High School (California Department of Conservation, 1982). In addition, the San Andreas Fault is located approximately 3 miles to the southwest of the River Parkway in the



Cienega del Gabilan range. Therefore, there is a potential for surface rupture in this area of the proposed trail alignment. These impacts are potentially significant, and will be further discussed in the EIR.

a.ii) As discussed above, the project site is located in proximity to the San Andreas Fault and crosses the Calaveras Fault. Due to the presence of these faults, structures constructed as part of the River Parkway and Regional Park could be exposed to intense seismic ground-shaking from earthquakes within these fault zones. Therefore, the impacts could be significant and will be discussed further in the EIR.

a.iii) Liquefaction is a temporary, but substantial, loss of shear strength in water-saturated sediment (such as granular solids, including sand, silt, or gravel), usually occurring during or after a major earthquake. Liquefaction is most likely to occur in unconsolidated, sandy sediments which are water-saturated within less than 30 feet of the ground surface. As discussed in the Master Plan, much of the River Parkway corridor is underlain by unconsolidated fluvial sands and silts which are moderately to very highly susceptible to liquefaction. In the event of seismic shaking associated with an earthquake, soils could become loose, resulting in slope and foundation failure, posing a potential risk of injury or harm to trail users. Therefore, impacts could be significant and will be further discussed in the EIR.

a.iv) Landslides typically occur in areas where steep slopes exist, such as hillsides or mountain regions. The proposed Master Plan would facilitate the construction of multi-use trails along the San Benito River upstream of Hollister, where slopes incised by the river are susceptible to landslides. Although design standards in the Master Plan would provide for a minimum setback of 25 feet from unstable and steep river bank slopes, impacts related to landslides would be potentially significant and will be further discussed in the EIR.

b, c, d) The proposed River Parkway would involve construction of trails in potentially unstable areas along the San Benito River and Tres Pinos Creek that may be subject to scouring and erosion. Soils in the River Parkway corridor and Regional Park also have a moderate to high potential for expansive soils, as shown in Figure 11-1 of the General Plan Background Report. Expansive soils are those possessing clay particles that react to moisture changes by shrinking (when they dry) or swelling (when they become wet). Impacts would be potentially significant and will be addressed in the EIR.

e) The proposed project would involve construction of new restrooms along the River Parkway and in the Regional Park. The use of septic disposal systems may be necessary if restrooms are constructed in rural areas where there is no connection to wastewater collection infrastructure. However, compliance with the existing San Benito County Health & Human Services Agency regulations, including required permitting, and the Regional Water Quality Control Board policies and regulations would ensure that impacts resulting from the construction of new wastewater treatment systems would be less than significant.



VII. GREENHOUSE GAS EMISSIONS

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

a) The proposed multi-purpose recreation trail would provide additional facilities for active modes of transportation, including bicycles, pedestrians, and equestrians. Active transportation has been credited with not producing greenhouse gases (GHGs) that contribute to climate change, and are therefore modes that are generally consistent with statewide emissions reduction goals pursuant to AB 32.

However, construction of the proposed trail would generate temporary emissions, primarily from construction equipment emissions and paving, but also through the use of motorized transportation to deliver materials and laborers to the trail construction sites. The project would also produce operational greenhouse gas emissions from project-generated vehicle trips to trailhead locations and trips related to on-going maintenance of the trail, as well as from vehicle trips to the Regional Park. A quantitative analysis would determine the extent of impacts related to GHG emissions. As these impacts could be potentially significant, they will be discussed further in the EIR.

b) Although San Benito County has not developed a climate action plan for the purpose of reducing the emissions of greenhouse gases, state regulations and plans including the 2006 Climate Action Team Report, the Office of Planning and Research’s greenhouse gas reduction measures, and the Attorney General’s Global Warming Measures would apply to the proposed project. The consistency of the proposed project with these climate planning efforts will be discussed further in the EIR.



VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



a) Hazardous materials include solids, liquids, or gaseous materials which, because of their quantity, concentration or physical, chemical or infectious characteristics may: (1) cause or contribute to an increase in mortality or serious illness; or (2) pose a substantial present or potential harm to human health or the environment when improperly handled, used, transported, stored or disposed. The construction and operation of trail segments would not involve the routine transport, use, or disposal of hazardous materials. Although operation of a swimming pool in the proposed Regional Park may involve the use of chemicals such as chlorine for maintenance, such chemicals would be used in small amounts and stored in accordance with standard practice, and therefore would not pose a significant hazard. However, portions of the proposed River Parkway and Regional Park would be located adjacent to agricultural operations which could expose trail users to pesticide spraying. In addition, active mining operations in the River Parkway corridor could result in exposure to hazardous materials. Impacts would be potentially significant and will be discussed further in the EIR.

b) Future use of the proposed River Parkway would be restricted to non-motorized forms of transportation, which would not be expected to transport hazardous materials. As such, accidents internal to the trail would not result in the release of hazardous materials into the environment. However, the River Parkway would be located adjacent to or would cross roadway corridors used to transport hazardous materials, such as Highway 101 and State Route 156. In addition to the transport of hazardous materials along roadway travel corridors, active mining operations in the River Parkway corridor could pose a risk to trail users in the event of an accident. Impacts could be significant and will be analyzed further in the EIR.

c) The proposed River Parkway and Regional Park are located within one-quarter mile of three schools: San Benito High School, Anzar High School, and Aromas-San Juan Unified School. Furthermore, as shown in Figure 3, the Regional Park would be located adjacent to an expansion area for San Benito High School. However, construction and operation of the proposed trail corridor and park would not require the use, disposal, or transportation of substantial amounts of hazardous materials. Therefore, impacts related to hazardous materials within one-quarter mile of a school would be less than significant.

d) Construction of recreational facilities in the proposed River Parkway and Regional Park would involve grading and other ground disturbance activity. There is a potential that soil contamination could exist along the proposed trail alignment, as a result of proximity to agricultural and industrial operations, and to roadways such as Highway 101 and State Route 156. Impacts related to the presence of hazardous material sites could be significant and will be analyzed in the EIR.

e, f) The closest airport or airstrip to the proposed River Parkway and Regional Park is the Hollister Municipal Airport, which is located approximately 1.8 miles to the north of Reach Three. At this distance from the airport, the project area is not located within the airport safety zones as shown in Figure 6 in the Hollister Municipal Airport Comprehensive Land Use Plan (Hollister, 2001). Therefore, impacts to airport safety hazards would be less than significant.

g) One of the goals of the Master Plan is to ensure that trails in the River Parkway provide access points and routes for emergency response. The Master Plan guidelines for trail entrances



also provide for the installation of removable bollards or gates with a trail chicane, where needed, to enable access to emergency, patrol, or maintenance vehicles. As shown in Figure 3, the proposed Regional Park would include primary entries from San Benito Street to the northeast, a future access road to Nash Road, and a future connection to an extension of Westside Boulevard. Furthermore, the proposed Master Plan would not interfere with any existing emergency or evacuation plan, as the County has not adopted such plans. Impacts to emergency response or emergency evacuation would be less than significant.

h) The proposed Master Plan and Regional Park would facilitate the construction of recreational facilities located within and adjacent to fire hazard zones of Little or No Threat, Moderate, and High, according a San Benito County Fire Threat Rating map in Appendix B of the County’s Community Wildlife Protection Plan (San Benito County, May 2010). In the event of a wildland fire near the River Parkway corridor or the Regional Park, trail users could be exposed to a risk of loss, injury, or death. In addition, there is potential for trail users in rural areas to increase the risk wildland fires. Impacts related to wildland fires would be potentially significant, and will be discussed further in the EIR.

IX. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



IX. HYDROLOGY AND WATER QUALITY *(Continued)*

	<i>Would the project:</i>	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f)	Otherwise substantially degrade surface or groundwater quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, f) The proposed River Parkway and Regional Park would be located in the San Benito River and Tres Pinos Creek watersheds, which are within the jurisdiction of the Central Coast Regional Water Quality Control Board (RWQCB). The RWQCB establishes requirements prescribing the quality of point and nonpoint sources of discharge and establishes water quality objectives through the Water Quality Control Plan for the local basin. A point source is defined as waste emanating from a single, identifiable point such as a wastewater treatment plant. A nonpoint source of discharge results from drainage and percolation of activities such as agriculture and stormwater runoff. Construction activities such as grading and paving of the



trails and recreational facilities envisioned in the River Parkway and Regional Park could result in temporary water quality impacts due to the proximity to streams and wetlands. Therefore, water quality impacts would be potentially significant and will be discussed further in the EIR.

b) The proposed Regional Park would introduce impervious surfaces to the San Benito River watershed with the construction of parking lots, basketball courts, access paths, and structures such as an outdoor amphitheater and recreational center. In addition, the proposed River Parkway corridor would include approximately 20 miles of paved and unpaved trails; paved sections would be eight to 10 feet in width. Primary and secondary staging areas for the River Parkway also would include paved parking lots. By introducing such impervious surfaces, the project could result in a reduction of groundwater recharge. Therefore, impacts to groundwater supplies would be potentially significant and will be further discussed in the EIR.

c, d) The proposed River Parkway would include several crossings of waterways for pedestrian and bicyclist users. At a minimum, crossings of the San Benito River would be developed at the San Juan Highway in Reach One, near the 4th Street bridge in Reach Two, and connecting Riverside Park to the City of Hollister Industrial Wastewater Treatment Plant in Reach Three. A pedestrian/bicyclist crossing would be provided across Tres Pinos Creek in Reach Four. The Master Plan also could facilitate construction of several equestrian crossings. The above crossings would potentially alter existing drainage patterns, and could result in erosion, siltation, or flooding. Furthermore, the introduction of impervious surfaces from construction of the River Parkway and Regional Park could increase the rate or amount of surface runoff. Impacts would be potentially significant and will be addressed in the EIR.

e) The increase in impervious surfaces could contribute additional stormwater runoff to existing drainage systems. Construction and operation of multi-use trails and recreational facilities at the Regional Park could contribute to polluted runoff due to temporary storage of construction materials and waste, litter, and pet waste. Impacts could be significant and will be addressed in the EIR.

g, h) The proposed project would not involve construction of residences and therefore would not place housing within a 100-year floodplain; however, recreational structures could be located within floodplain zones. As discussed in the Master Plan, base flood elevations and floodplain extents have not been precisely determined for some reaches in the proposed River Parkway. For example, only approximate information is known regarding the floodplain of the San Benito River to the south of Hollister and for Tres Pinos Creek. Therefore, impacts from 100-year floods could be significant and will be evaluated in the EIR.

i) The San Justo Dam, located approximately three miles southwest of Hollister, would potentially affect the proposed River Parkway and Regional Park in the event of a complete failure. As discussed in the General Plan Background Report, water from behind the reservoir could inundate unincorporated lands in the San Juan Valley and the lower San Benito River floodplain. Due to the risk of inundation from dam failure, impacts are potentially significant and will be addressed in the EIR.

j) Although the project area could be subject to inundation from dam failure, as discussed above, it would not be at risk from seiche (an inundating wall of water caused by dam failure)



due to the lack of large reservoirs in San Benito County. Furthermore, the County as a whole is too far removed from the Pacific Ocean to experience tsunamis. Impacts from tsunamis or seiches would be less than significant.

X. LAND USE AND PLANNING

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

a) The proposed River Parkway would not physically divide established communities, as trails within the corridor would be narrow in width and constructed at grade. Furthermore, the proposed Regional Park would be located near the southern edge of Hollister and would not impose a physical barrier between established communities. Any fencing would provide protection and buffering to private property, or security to users of the Regional Park, but would not impede cross traffic at rights-of-way. Instead, the proposed project would be expected to better link cities and neighborhoods in northwestern San Benito County. Therefore, no impacts relating to the physical division of communities would occur.

b, c) The proposed 20-mile River Parkway would be constructed in multiple segments. Each segment of the River Parkway would be implemented individually and must comply with applicable land use plans and policies in San Benito County. Prior to construction, each trail segment would require jurisdictional approval, which would ensure compliance with existing plans and policies. In addition, conflicts between trails and roads/railways are discussed in Section XVI, *Transportation/Traffic*, and conflicts between trails and agriculture are discussed in Section II, *Agricultural and Forest Resources*. As mentioned in Section XVI, the River Parkway would be consistent with Policy 17.1 in the 2010 Regional Transportation Plan (RTP) for San Benito County, which states that the County “shall plan and construct a combined pedestrian and bicycle path along the San Benito River,” for the purpose of connecting urban areas with major recreational areas. Potential conflicts between the trail and surrounding urban or agricultural uses would be addressed during design and implementation of the specific trail segments.



Although each segment of the River Parkway would be implemented individually, the overall trail corridor would be consistent with several General Plan policies related to alternative transportation and recreation. In the City's Transportation Element, Policy 23 encourages bicycle use within the County for commuting and recreational uses. Consistent with the actions listed to implement this policy, the River Parkway would provide a bicycle pathway linking the communities of Tres Pinos and Ridgemark to Hollister. Policy 26 in the Transportation Element also calls for the provision of "pedestrian/bike paths linking schools, commercial centers, and recreational areas to communities in the county." In conformance with this policy, access points and staging areas along the River Parkway would provide links along the 20-mile recreational corridor to existing communities. Finally, the River Parkway and Regional Park would be fully consistent with Policy 26 in the Open Space and Conservation Element, which states the County's intention "to acquire, develop, operate, and maintain a comprehensive space system of open space land uses and recreational facilities to provide for the low-intensity trails, picnicking, informal sports, park benches, and active recreational needs (sports fields for youth and adult league play) of the County population."

The proposed Regional Park is located in the County's Rural Residential (RR) zone (San Benito County, November 2010). This zone applies to areas in proximity to urban services and is intended to provide a mixture of single-family housing and limited agricultural uses. Pursuant to Section 25.09.042(H) of the County Code, parks, playground, and recreational community centers may, after a public hearing, be allowed as additional permitted uses in the RR zone, if they are "deemed essential or desirable to the public convenience or welfare, and are in harmony with the various elements or objectives of the general plan." The proposed park would include a variety of recreational amenities to improve public welfare for residents in the region, including a community center, softball fields, outdoor amphitheater, basketball courts, and multiple other features. Therefore, the Regional Park may be considered consistent with criteria in the County Code for additional permitted uses. Furthermore, as discussed above, the Regional Park would be consistent with General Plan policy to serve the active recreational needs of the County population.

In addition, the proposed River Parkway and Regional Park would not conflict with any applicable habitat conservation plan or natural community conservation plan, as none has been adopted for the project site. Impacts would therefore be considered less than significant.



XI. MINERAL AND OTHER NATURAL RESOURCES

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

a-b) The proposed River Parkway and Regional Park would be located in a region of San Benito County with known aggregate resources. As shown in Figure 8-1-1 in the General Plan Background Report, the majority of the 20-mile corridor is located within an area designated MRZ-2 by the California Department of Conservation, indicating the presence or high likelihood of significant mineral deposits (San Benito County, November 2010). Mining companies own several large properties in the River Parkway corridor and engage in active gravel mining operations, according to the Master Plan. Although the Master Plan could facilitate the development of trails on land with valuable aggregate deposits, it would not directly result in the loss of these resources, as access to private mining properties must be negotiated. Moreover, opportunities may exist to access land owned by mining companies that is unlikely to be mined, or to phase trail construction such that active mining operations are not affected. Therefore, the construction or operation of the project would not substantially interfere with existing mining operations or result in a substantial loss of any natural resources. Impacts to timberland are discussed under Item 2, *Agricultural and Forest Resources*. Impacts to mineral or other natural resources would be less than significant.



XII. NOISE

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

a-d) Some land uses are considered more sensitive to noise levels than others, due to the amount of noise exposure (in terms of both exposure time and insulation from noise) and the types of activities typically involved. Residences, lodging facilities, schools, libraries, churches, hospitals, nursing homes, auditoriums, parks, and outdoor recreation areas are generally considered more sensitive to the noise than are commercial and industrial land uses. Sensitive receptors in the project area include residences, places of worship, and schools located adjacent to the proposed River Parkway and Regional Park. Because of the proximity of the proposed River Parkway and Regional Park to sensitive uses in some locations, construction equipment and activities would be expected to cause temporary noise impacts to sensitive receptors.



Operational use of the project may also cause intermittent increases in ambient noise levels due to recreational users talking, barking dogs, sporting events, and project-generated traffic. Noise impacts could be significant and will be analyzed in the EIR.

e, f) The proposed River Parkway and Regional Park would be located as close as approximately 1.8 miles from the Hollister Municipal Airport. However, the project is located outside of the airport’s noise impact contours (Hollister, 2001). In addition, the project would not place residences or office buildings within an area exposed to airport noise, and would therefore not expose residents or workers to excessive noise levels. The River Parkway and Regional Park would not be located in proximity to a private airstrip. Therefore, no impact would occur from noise generated by airports or airstrips.

XIII. POPULATION AND HOUSING

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

a) The proposed River Parkway and Regional Park would facilitate the design and construction of a multi-use trail corridor and park that would accommodate identified recreation needs of residents in San Benito County and would facilitate active forms of transportation for commuters within the area. The multi-use trail facilitated by the proposed Master Plan would generate short-term employment opportunities during construction of the proposed trail and long-term employment opportunities associated with the maintenance and security of the River Parkway and Regional Park. In addition, the availability of a regional multi-use trail corridor could attract new tourists to the project area. An increase in the tourist population could create demand for new hospitality industry jobs and services with the project area. However, the project-generated employment opportunities would be nominal, and would be expected to be filled from within the existing community. Therefore, impacts related to indirect population growth would be less than significant.



b, c) The proposed Master Plan would not include the demolition of existing housing, construction of new housing, or displacement of people, and therefore would not displace housing or people. As a result, no impacts related to population and housing would be anticipated.

XIV. PUBLIC SERVICES

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

a) *Fire Protection.* The proposed River Parkway and Regional Park would involve the construction of public restrooms, a community center, and other recreational facilities that would require fire protection. To provide adequate service to these structures associated with the proposed project, the fire protection provider may require new or physically altered government facilities. Therefore, impacts would be potentially significant, and will be addressed in the EIR.

Police Protection. The San Benito County Sheriff’s Department, which covers unincorporated areas of the County, would provide police service for the proposed River Parkway and Regional Park. Implementation of the project would create new access to portions of properties that are not currently readily accessible to the public. With the development of trails and recreational facilities in these areas, additional police facilities could be necessary to provide adequate protection. Impacts are potentially significant, and will be addressed in the EIR.

Schools. The proposed recreational facilities would not generate an increase in population that would warrant the construction of new school facilities. The project may, however, increase safe access to school campuses such as San Benito High School through the provision of



dedicated pedestrian and bicycle routes. Therefore, no adverse impacts related to schools are anticipated.

Parks. The proposed project would enhance public recreation within the area by facilitating the construction of a multi-use trail corridor with connectivity to other parkland in northwestern San Benito County and a Regional Park with softball fields, a community center, and various other amenities. By increasing accessibility to existing park facilities, the proposed Master Plan could result in potential impacts to these facilities. However, this use would be passive, and would not be expected to create physical deterioration of these other recreation facilities. Impacts to park services and recreation facilities would be less than significant.

Other Public Facilities. The proposed River Parkway and Regional Park would include the construction of new trail facilities, such as paved parking lots, information kiosks, bike racks, picnic tables, and safety lighting, and other recreational amenities such as softball fields and a swimming pool. The River Parkway includes standards to ensure that the trail corridor is properly maintained, and no facility, trail, or regional park would be constructed without a maintenance plan. However, the proposed project could increase demand on commuter services, such as public transportation or Park and Ride lots. The construction of public facilities on the project site and effects on commuter services off-site could result in substantial adverse physical impacts. Impacts could be significant and will be addressed in the EIR.

XV. RECREATION

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The proposed River Parkway and Regional Park would create a new multi-use trail corridor and recreational facilities in San Benito County, with potential links to existing facilities such as the Juan Bautista de Anza Historic Trail, to future trails in the Hollister Hills SVRA, and to nearby communities. Although such connectivity could increase the use of existing recreational facilities, this use would be passive and would not be expected to result in physical deterioration of those facilities. Furthermore, according to the Master Plan, segments of the River Parkway would not be constructed without a maintenance plan and established funding. The Master Plan also includes guidelines for the maintenance of various paved and unpaved



trail surfaces that may applied to the River Parkway. Therefore, impacts would be less than significant.

b) The proposed River Parkway and Regional Park would include recreational facilities, the potential adverse physical effects of which will be the topic of the EIR.

XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



a, b) The proposed River Parkway would provide a new opportunity for active forms of transportation along a 20-mile trail corridor, with connections to existing trail and roadway facilities in San Benito County, and therefore could reduce some vehicle trips. However, the River Parkway also may generate new vehicle trips to trail staging areas and access nodes, and for maintenance. These new vehicle trips, in addition to visitorship of the proposed Regional Park, could adversely affect levels of service on public roadways. Overall, transportation impacts could be significant, and therefore further analysis will be provided in the EIR.

c) As discussed in Section VIII, *Hazards and Hazardous Materials*, the closest public airport or private airstrip to the proposed River Parkway and Regional Park is the Hollister Municipal Airport, which is located approximately 1.8 miles to the north of Reach Three. At this distance from the airport, the project area is not located within the airport safety zones as shown in Figure 6 in the Hollister Municipal Airport Comprehensive Land Use Plan (Hollister, 2001). The proposed project does not include the construction of any buildings or facilities that would interfere with flight patterns. Therefore, there would be no impact to air traffic patterns.

d) As shown in Figure 3, the proposed Regional Park would involve construction of entries from San Benito Street, in close proximity to San Benito High School to the north. Traffic generated by park visitors at these entries could adversely affect safe routes to school for students and result in traffic hazards along San Benito Street. Furthermore, the proposed River Parkway would include access improvements for pedestrians and bicyclists on existing bridges and public roadways, and crossings of roadways such as the San Juan Highway. Therefore, impacts related to traffic safety will be discussed further in the EIR.

e) As discussed in Section VIII, *Hazards and Hazardous Materials*, the Master Plan guidelines for trail entrances provide for the installation of removable bollards or gates with a trail chicane, where needed, to enable access to emergency, patrol, or maintenance vehicles. As shown in Figure 3, the proposed Regional Park would include primary entries from San Benito Street to the northeast, a future access road to Nash Road, and a future connection to an extension of Westside Boulevard. Impacts to emergency access would be less than significant.

f) The proposed project would be consistent with policies, plans, and programs to support alternative transportation and recreational trails. The 2010 Regional Transportation Plan (RTP) produced by the San Benito Council of Governments includes goals and policies for increasing multi-modal transportation. In particular, Policy 17.1 in the RTP states the jurisdictions in San Benito County “shall plan and construct a combined pedestrian and bicycle path along the San Benito River,” for the purpose of connecting urban areas with major recreational areas. The proposed River Parkway and Regional Park also would be consistent with the County’s existing Transportation Element, which sets forth policies to encourage bicycle use for commuting and recreational uses and to provide pedestrian/bicycle paths that link communities to schools, commercial centers, and recreational areas. There would be no impacts resulting from a conflict with local, state, or federal policies, plans, or programs.

The proposed project is not anticipated to generate an increase in traffic that would accelerate the deterioration of roads. The proposed multi-purpose trail would encourage the use of non-motorized modes of transportation and result in an overall decrease in the use of roadways. Therefore, impacts related to physical roadway conditions would be less than significant.



XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, e) Implementation of the proposed River Parkway and Regional Park would include the installation of new public restroom facilities and could increase the use of existing public restrooms. If located in urbanized areas, new public restrooms would likely connect to existing wastewater service lines. Thus, new restroom facilities in Reach Three of the River Parkway and in the Regional Park, located in close proximity to the City of Hollister, could be connected to existing urban wastewater service lines. The capacity of wastewater facilities in the Hollister Urban Area, which encompasses Reach Three and the Regional Park site, is evaluated in the Hollister Urban Area Water and Wastewater Master Plan from November 2008. As shown in Figure 8-1 of this plan, the Domestic Wastewater Treatment Plan in the Hollister Urban Area is



expected to have adequate capacity to meet projected average dry weather flows of wastewater through the year 2023. Project wastewater inputs are approximately 4 million gallons per day, while treatment capacity is anticipated to be 5.0 million gallons per day, assuming the installation of additional membranes on an as-needed basis (Hollister, 2008). Therefore, wastewater treatment providers and existing infrastructure would have additional capacity to treat and convey the minimal volume of wastewater generated by the proposed project.

The use of septic disposal systems may be required in rural areas that are not connected to a wastewater infrastructure system. Design and construction of septic disposal systems would be subject to review and approval by the appropriate local agency. Because the proposed project would require minimal wastewater services for public restrooms located throughout the trail corridor and in the Regional Park, and since area wastewater treatment facilities have sufficient capacity, the proposed Master Plan would not be expected to exceed wastewater treatment requirements or require the construction of new wastewater treatment facilities. Impacts would be less than significant.

b, d) The proposed Master Plan states that where water service is available, primary and secondary staging areas and access nodes for the River Parkway would include drinking fountains for trail users and water spigots for equestrians. At staging areas where water service is not available, vault toilets that do not require a water supply could be installed. In addition, water would be required to inhibit the generation of fugitive dust during construction activities and for landscaping maintenance during operation of the River Parkway. Overall water demand from the River Parkway would be minimal. The proposed Regional Park also would be expected to consume water for use in a public swimming pool, restrooms, drinking fountains, and watering of athletic fields and landscaping. Due to water demand associated with construction and operation of the project, impacts on water supply in the project area are potentially significant and will be addressed in the Public Safety and Services section of the EIR.

c) As discussed in Section IX, *Hydrology and Water Quality*, the proposed trail corridor and Regional Park would introduce new impervious surfaces to the project area, which could result in an increase in stormwater runoff flows. Due to potential effects on runoff, new stormwater drainage systems may be required. Therefore, impacts would be potentially significant and will be addressed within the Hydrology section of the EIR.

f, g) Based on the design guidelines in the Master Plan, trash receptacles in 22-gallon and 32-gallon sizes would be provided at staging areas, access nodes, and as needed at bench/seating areas throughout the River Parkway, and would be maintained by the designated trail maintenance entities. The proposed trail and Regional Park are not anticipated to generate significant amounts of solid waste and, therefore, would not cause a landfill to exceed its permitted capacity or violate any regulations related to solid waste. San Benito County is served by one active landfill, the John Smith Road Landfill, located in Hollister. Table 1 shows the remaining capacity and closure date for this landfill.



Table 1 Remaining Capacity of San Benito County Landfills

Landfill	Remaining Capacity (cubic yards)	Estimated Closure Date
John Smith Road Landfill	4,625,827	January 1, 2032

Source: CalRecycle Solid Waste Information System Database, Facility Site Listings. Accessed August 19, 2013.

As shown in Table 1, the landfill serving San Benito County has sufficient remaining capacity to serve the limited waste generated by the proposed trail corridor and Regional Park. Impacts would be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-c) As described in the sections above, the proposed project may generate impacts in the following areas: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Public Services, Transportation/Traffic, and Utilities and Service Systems. These issue areas, as well as potential cumulative impacts, will be evaluated in



the EIR, and any feasible mitigation measures will be identified to avoid and/or reduce any significant impacts.



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