

FINAL
ENVIRONMENTAL IMPACT REPORT

GAVILAN SAN BENITO CAMPUS
AND FAIRVIEW CORNERS
PROJECTS

SCH No. 2008061016



NOVEMBER 2008

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CONTENTS OF THIS FINAL ENVIRONMENTAL IMPACT REPORT

This Final Environmental Impact Report (FEIR) document is a compilation of documents prepared individually and previously made available to the public. The Draft EIR in its entirety is found in the document which follows this page and in the attached CD of Technical Appendices (A through K).

Revisions to the Draft EIR, including revisions made in response to comments received, are incorporated into the text of this Final EIR, on pages S-1 through 214. The revisions are indicated with underlining of inserted text and with ~~strike through~~ of deleted text. An exception to this was done for five new sections (11.0 through 15.0) that have been added to the Final EIR. In order to avoid underlining the entire text of the sections and for the ease of the reader, the following sections were not underlined in this document:

- 11.0 List of Agencies and Individuals who received the Draft EIR
- 12.0 List of Agencies and Individuals Commenting on the Draft EIR
- 13.0 Responses to Comments Received on the Draft EIR
- 14.0 Additional Technical Information
- 15.0 Copies of all Comment Letters Received on the Draft EIR

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INTRODUCTION TO THE FINAL EIR

This document, together with the Draft Environmental Impact Report (DEIR), constitutes the Final Environmental Impact Report (FEIR) for the *Gavilan San Benito Campus and Fairview Corners Projects* in San Benito County, California. It combines both the circulated Draft EIR and the Final EIR. Under the California Environmental Quality Act (CEQA), the Lead Agency is required, after completion of a DEIR, to consult with and obtain comments from public agencies having jurisdiction by law with respect to the proposed project, and to provide the general public with an opportunity to comment on the DEIR. The DEIR was circulated to affected public agencies and interested parties for a 45-day review period. This FEIR consists of comments received by the Lead Agency, the Gavilan Joint Community College District (District), on the DEIR, responses to those comments, and revisions to the text of the EIR.

In conformance with the CEQA Guidelines, the FEIR provides objective information regarding the environmental consequences of the proposed projects. The FEIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The FEIR can be used by the District and other Responsible Agencies in making decisions regarding the projects. The CEQA Guidelines require that while the information in the FEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the DEIR by making written findings for each of those effects. According to the State Public Resources Code (§ 21090), no public agency shall approve or carry out a project for which an environment impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes on or more of the following findings with respect to each significant effect:
 - (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effects on the environment.
 - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

- (B) With respect to significant effect which were subject to a finding under paragraph (3) of subdivision (a), the project agency finds that specific overriding economic, legal, social, technical, or benefits of the project out weight the significant effects on the environment.

SUMMARY

The Gavilan Joint Community College District (hereafter Gavilan College District) and Fairview Corners, LLC, have entered into a purchase and sale agreement for the proposed 137-acre property. The two entities have worked together to implement a development plan for the San Benito Campus project and the Fairview Corners residential project that will have a relationship related to shared roadways, infrastructure, and open space.

As the public agency acting first on the project in question, the Gavilan College District will act as lead agency under the California Environmental Quality Act (CEQA), preparing an Environmental Impact Report (EIR) for the proposed Gavilan San Benito Campus project (CEQA Section 15051(c)). The EIR will be used by the Gavilan College District in considering whether or not to purchase the property and approve the proposed project. If approved, the Gavilan College District will purchase 80 acres from Fairview Corners, LLC. If the college campus project is approved by the College Board of Trustees, the EIR will then be used by the Gavilan College District (as school operator) in conjunction with various approvals and permits required to implement and establish a new educational center. The college will be considered an Educational Center until the Gavilan College District receives state funding for construction of full campus buildout. The Gavilan College District is not eligible for state funding until the student enrollment reaches at least 1,000 FTES¹. This EIR provides environmental review for full campus buildout.

At this time the following approvals are anticipated to be required: Gavilan College District Board Approval; Board of Governors of California Community Colleges State Board Approval.

The Gavilan College District has no approval authority for the proposed single-family residential project as described below.

Fairview Corners LLC proposes single-family residential project on the remaining 57 acres that is the subject of a separate application with the San Benito County.

The San Benito County will act as a CEQA Lead Agency and use this EIR for its discretionary actions to consider approval of the single-family residential project (CEQA Section 15096). The County will consider whether to approve or deny the Fairview Corners residential project.

This EIR will provide environmental review for both the proposed Gavilan San Benito Campus project and for the Fairview Corners single-family housing development project. The EIR addresses both projects on this 137-acre property because they have been planned concurrently and have a relationship of shared roadways, infrastructure, and open space. This EIR addresses both the individual effect of each project as well as the combined effect of developing the 137-acre property.

¹ Full-time equivalent is used for comparative purposes between part-time and full-time students, often related to funding or making comparisons about the size of institutions.

The following is a **brief summary** of project impacts and mitigation measures. The reader is referred to the main body text of this EIR for detailed discussions for the existing setting, impacts, and mitigation measures.

Summary of Impacts and Mitigation Measures

The following table summarizes the significant environmental impacts identified and discussed within the text of the EIR, and identifies the mitigation measures proposed to avoid or reduce those impacts. Per California Environmental Quality Act (CEQA), impacts determined to be less than significant are not included in this summary.

Significant Environmental Impact	Mitigation Measures
TRANSPORTATION	
<i>Combined Gavilan San Benito Campus and Single-Family Residential Projects Intersection Mitigation Measures</i>	
<p>Impact TRAN-1: Under background conditions, the intersection of Airline Highway and Union Road is projected to operate at an unacceptable LOS D during the PM peak hour. The addition of traffic from the combined projects would cause the average delay to increase by more than five seconds during the PM peak hour. During the AM peak hour, combined project traffic causes the LOS to degrade from C to D. (Significant Impact)</p>	<p>MM TRAN-1: The impact to the intersection of Airline Highway and Union Road could be reduced to a less than significant level by modifying the existing traffic signal to include protected left-turn phasing for the Union Road approaches, and adding exclusive eastbound and westbound right-turn lanes on Union Road. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. <u>As such, the combined project's participation in the TIF program would constitute a fair share contribution toward the necessary mitigation measures at this location. The approved Award Homes project to the north is also conditioned to improve this intersection as part of Phase I of its development. This mitigation measure is needed for Phase I of the combined project. The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Gavilan and Fairview Corners would pay their proportionate share of these traffic</u></p>

Significant Environmental Impact	Mitigation Measures
	<p><u>improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or Fairview Corners.</u> (Less Than Significant Impact With Mitigation)</p>
<p>Impact TRAN-2: Under background conditions, the intersection of Fairview Road and Hillcrest Road is projected to operate at an unacceptable LOS D during the AM peak hour. The addition of traffic from the combined projects would cause the LOS to degrade to LOS F during the PM peak hour. (Significant Impact)</p>	<p>MM TRAN-2: The impact to the intersection of Fairview Road and Hillcrest Road could be reduced to a less than significant level by signalizing the intersection. Improvements at this intersection are included in the regional TIF program. <u>The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Gavilan and Fairview Corners would pay their proportionate share of these traffic improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or Fairview Corners. The combined project's participation in the TIF program would constitute a fair share contribution toward this potential improvement.</u> (Less Than Significant Impact With Mitigation)</p>
<p>Impact TRAN-3: The addition of traffic from the combined projects would cause operations at the intersection of Memorial Street and Hillcrest</p>	<p>MM TRAN-3: The LOS impact to the intersection of Memorial Street and Hillcrest Road could be reduced to a less than</p>

Significant Environmental Impact	Mitigation Measures
Road to degrade to LOS D during the PM peak hour. (Significant Impact)	significant level by signaling the intersection. Improvements at this intersection are included in the regional TIF program. <u>The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Gavilan and Fairview Corners would pay their proportionate share of these traffic improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or Fairview Corners. The combined project's participation in the TIF program would constitute a fair share contribution toward this potential improvement.</u> (Less Than Significant Impact With Mitigation)
Impact TRAN-4: The addition of combined project traffic at the intersection of Memorial Drive and Hillcrest Road would cause the peak-hour volume traffic signal warrant to be satisfied during the PM peak hour. (Significant Impact)	MM TRAN-4: Since this impact indicated a signal warrant as the same intersection listed above (MM TRAN-3), the mitigation measures is the same. (Less Than Significant Impact With Mitigation)
<i>Mitigation Measures for Combined College Campus Project and Single-Family Residential Project Highway Segment</i>	
Impact TRAN-5: The segment of SR 156 (Union Road to The Alameda) is projected to operate at an unacceptable LOS E under background conditions. The addition of combined project traffic would cause the percent time-spent following to increase. (Significant Impact)	MM TRAN-5: The operations on SR 156 (Union Road to The Alameda) could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. Improvements of this magnitude would be financially infeasible for any single development project to implement. Since the

Significant Environmental Impact	Mitigation Measures
	<p>combined project's impact to this highway segment is very small, and a portion of the regional TIF funds go towards highway improvements, the project's mitigation would be <u>the residential project's participation in the TIF program. TIF fees would also apply to future retail and residential development on the Gavilan site, in the event they were not directly related to the college campus.</u> (Less Than Significant Impact With Mitigation)</p>
<p><i>Mitigation Measures for College Campus Project Intersection</i> <i>(The following measures relate to mitigation that would be needed, in the event the Campus project buildout preceded any development of the residential project)</i></p>	
<p>Impact TRAN-6: Under background conditions, the intersection of Airline Highway and Union Road is projected to operate at an unacceptable LOS D during both the AM and PM peak hour. The addition of project traffic from the Gavilan San Benito Campus would cause the average delay to increase by more than five seconds during the PM peak hour. (Significant Impact)</p>	<p>MM TRAN-6: The impact to the intersection of Airline Highway and Union Road could be reduced to a less than significant level by modifying the existing traffic signal to include protected left-turn phasing for the Union Road approaches, and adding exclusive eastbound and westbound right-turn lanes on Union Road. <u>This mitigation measure is needed for Phase I of the campus project. The approved Award Homes project to the north is also conditioned to improve this intersection as part of Phase I of its development. The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Gavilan would pay its proportionate share of these traffic improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or</u></p>

Significant Environmental Impact	Mitigation Measures
	<p>Fairview Corners. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the campus project's participation in the TIF program based upon the on-campus housing would constitute a fair share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact TRAN-7: Under background conditions, the intersection of Fairview Road and Hillcrest Road is projected to operate at an unacceptable LOS D during the AM peak hour. The addition of project traffic Gavilan San Benito Campus would cause the LOS to degrade to LOS E during the AM peak hour. (Significant Impact)</p>	<p>MM TRAN-7: The impact to the intersection of Fairview Road and Hillcrest Road could be reduced to a less than significant level by signalizing the intersection. <u>The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Gavilan would pay its proportionate share of these traffic improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or Fairview Corners. Improvements at this intersection are included in the regional TIF program. As such, the campus project's participation in the TIF program based upon the on-campus housing would constitute a fair share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</u></p>

Significant Environmental Impact	Mitigation Measures
<i>Mitigation Measures for Single-Family Residential Project Intersection</i>	
<p>Impact TRAN-8: The addition of project traffic from the single-family residential project would cause the AM peak hour LOS to degrade from LOS C to LOS D. (Significant Impact)</p>	<p>MM TRAN-8: The impact to the intersection of Airline Highway and Union Road could be reduced to a less than significant level by adding an exclusive westbound right-turn lane on Union Road. <u>This mitigation measure is needed for Phase I of the residential project. The approved Award Homes project to the north is also conditioned to improve this intersection as part of Phase I of its development. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the residential project’s participation in the TIF program would constitute a fair share contribution toward the necessary mitigation measures at this location. The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Fairview Corners would pay its proportionate share of these traffic improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or Fairview Corners.</u> (Less Than Significant Impact With Mitigation)</p>
<p>Impact TRAN-9: Under background conditions, the intersection of Fairview Road and Hillcrest Road is projected to operate at an unacceptable LOS D during the AM peak hour. The addition of project traffic from the single-family residential project would cause the PM</p>	<p>MM TRAN-9: The impact to the intersection of Fairview Road and Hillcrest Road could be reduced to a less than significant level by signalizing the intersection. Improvements at this intersection are included in the regional TIF program. The residential project’s</p>

Significant Environmental Impact	Mitigation Measures
<p>peak hour LOS to degrade to LOS E. (Significant Impact)</p>	<p>participation in the TIF program would constitute a fair share contribution toward this potential improvement. <u>The timing and need for this improvement is dependent on overall development and improvements in the vicinity. The traffic analysis impact determination at this intersection assumes Award homes is fully developed prior to initiation of project development. This intersection will be monitored and improvements will be built when engineering analysis determines that an intersection is not operating at an acceptable LOS or is projected to operate at an unacceptable LOS after a proposed project is completed. Fairview Corners would pay its proportionate share of these traffic improvements, to be funded through an existing City and/or County cost-sharing agreement or benefit area or through creation of a new one. The specifics of the cost sharing agreement will be negotiated as a part of a future memorandum of understanding or development agreement between the City of Hollister, the County and Gavilan and/or Fairview Corners.</u> (Less Than Significant Impact With Mitigation)</p>
<p><i>Mitigation Measures for Single-Family Residential Project Highway Segment</i></p>	
<p>Impact TRAN-10: The segment of SR 25 (US 101 to SR 156) is projected to operate at an unacceptable LOS E under background conditions. The addition of project traffic from the single-family residential project would cause the percent time-spent-following to increase. (Significant Impact)</p>	<p>MM TRAN-10: The operations on SR 25 (US 101 to SR 156) could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. Improvements of this magnitude would be financially infeasible for any single development project to implement. Since the residential project's impact is very small, and a portion of the regional TIF funds go towards highway improvements, the residential project's mitigation would be participation in the TIF program. (Less Than Significant Impact With Mitigation)</p>
<p>Impact TRAN-11: The segment of SR 156 (Union Road to The Alameda) is projected to operate at an unacceptable LOS E under background conditions. The addition of project traffic from the single-family residential project would cause the percent time-spent-following to</p>	<p>MM TRAN-11: The operations on SR 156 (Union Road to The Alameda) could be restored to acceptable conditions by widening the highway to four lanes or by adding passing lanes at strategic locations. Improvements of this magnitude would be</p>

Significant Environmental Impact	Mitigation Measures
<p>increase. (Significant Impact)</p>	<p>financially infeasible for any single development project to implement. Since the residential project's impact is very small, and a portion of the regional TIF funds go towards highway improvements, the residential project's mitigation would be participation in the TIF program. (Less Than Significant Impact With Mitigation)</p>
AIR QUALITY	
<i>Mitigation Measures for College Campus Project</i>	
<p>Impact AIR-1: The proposed projects combined and each project individually (college campus project and single-family residential project) could result in significant construction related air quality impacts from dust (PM₁₀) and diesel exhaust. (Significant Impact)</p>	<p>MM AIR-1.1: Prior to the start of construction, the project contractor shall provide a construction dust mitigation plan to the Gavilan College construction project manager. The plan shall specify the methods of dust control that would be utilized, demonstrate the availability of needed equipment and personnel, use reclaimed water for dust control, and identify a responsible individual who, if needed, can authorize implementation of additional measures. The plan shall be included on all construction documents and plans. The construction dust mitigation plan shall, at a minimum, include the following measures:</p> <ul style="list-style-type: none"> • Limit grading activity to a maximum of 2.5 acres daily. As more detailed construction information becomes available, emissions from grading activities could be reassessed to determine if the area of grading could be increased. Such an assessment would be completed using appropriate assumptions and mitigation measures. • Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to existing businesses should be kept damp at all times. If necessary, during windy periods, watering is to occur on all days of the week regardless of onsite activities. • Cover soil or maintain at least two feet of freeboard on all hauling trucks. • Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and

Significant Environmental Impact	Mitigation Measures
	<p>staging areas at construction sites.</p> <ul style="list-style-type: none"> • Sweep daily all paved access roads, parking areas and staging areas at construction sites. • Sweep streets daily if visible soil material is deposited onto the adjacent roads. • Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more). • Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles. • Limit traffic speeds on unpaved roads to 15 mph. • Replant vegetation in disturbed areas as quickly as possible. • Suspend excavation and grading activity when hourly-average winds exceed 15 mph and visible dust clouds cannot be contained within the site. <p>Use of the measures above and limiting the size of areas to be graded during a single day would reduce the impact to a less-than-significant level. (Less Than Significant Impact With Mitigation)</p> <p>MM AIR-1.2: The following mitigation measures are proposed to reduce impacts from diesel particulate emissions to a less than significant level:</p> <ul style="list-style-type: none"> • The project shall reduce exhaust NOx and particulate matter emissions by implementing one of the following measures prior to the start of construction: <ul style="list-style-type: none"> ▪ Gavilan College shall provide a plan, acceptable by the MBUAPCD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles and equipment to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction

Significant Environmental Impact	Mitigation Measures
	<p>compared to the most recent CARB fleet average for the time of construction; or</p> <ul style="list-style-type: none"> ▪ Gavilan College shall provide a plan, acceptable by the MBUAPCD, that all off-road construction vehicles/equipment greater than 50 horsepower that will be used on site for more than one week shall: 1) be manufactured during or after 1996, 2) shall meet the NOx emissions standard of 6.9 grams per brake-horsepower hour, and 3) shall be equipped with diesel particulate matter filters. • The contractors shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors). • Signs at the construction site shall be clearly visible to advise that that diesel equipment standing idle for more than five (5) minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously if onsite and staged away from residential areas. • Properly tune and maintain equipment for low emissions. • Stage large diesel powered equipment at least 200 feet from any active land uses (e.g., residences). <p>(Less Than Significant Impact With Mitigation)</p>
<i>Mitigation Measures for Single-Family Residential Project</i>	
<p>Impact AIR-1: The proposed projects combined and each project individually (college campus project and single-family residential project) could result in significant construction related air quality impacts from dust (PM₁₀) and diesel exhaust. (Significant Impact)</p>	<p>MM AIR-2.21: Prior to the start of construction, the project applicant shall provide a construction dust mitigation plan to San Benito County. The plan shall specify the methods of dust control that would be utilized, demonstrate the availability of needed equipment and personnel, use reclaimed water for dust control, and identify a responsible individual who, if needed, can</p>

Significant Environmental Impact	Mitigation Measures
	<p>authorize implementation of additional measures. The plan shall be included on all construction documents and plans. The construction dust mitigation plan shall, at a minimum, include the above listed measures in <i>MM AIR 1.1</i>.</p> <p>Use of the measures above and limiting size of areas to be graded during a single day would reduce the impact to a less-than-significant level. (Less Than Significant Impact With Mitigation)</p> <p>MM AIR-2.2: The following mitigation measures would reduce impacts from diesel particulate emissions to a less than significant level:</p> <ul style="list-style-type: none"> • The project shall reduce exhaust NO_x and particulate matter emissions by implementing one of the following measures prior to the start of construction: <ul style="list-style-type: none"> ▪ The project applicant and/or project contractor shall provide a plan, acceptable by the MBUAPCD and San Benito County, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles and equipment to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the time of construction; or ▪ The project applicant and/or project contractor shall provide a plan, acceptable by the MBUAPCD and San Benito County, that all off-road construction vehicles/equipment greater than 50 horsepower that will be used on site for more than one week shall: 1) be manufactured during or after 1996, 2) shall meet the NO_x emissions standard of 6.9 grams per brake-horsepower hour, and 3) shall be equipped with diesel particulate matter filters.

Significant Environmental Impact	Mitigation Measures
	<ul style="list-style-type: none"> • The contractors shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors). • Signs at the construction site shall be clearly visible to advise that that diesel equipment standing idle for more than five (5) minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously if onsite and staged away from residential areas. • Properly tune and maintain equipment for low emissions. • Stage large diesel powered equipment at least 200 feet from any active land uses (e.g., residences). <p>(Less Than Significant Impact With Mitigation)</p>
<p><i>Mitigation Measures for Combined-College Campus Project and Single-Family Residential Projects Intersection</i></p>	
<p>Impact AIR-2: A large volume of soil may be exported from the site and transported to another project location. This would result in ROG and NOx emissions that would not exceed significance thresholds established by the MBUAPCD, but would exceed significance thresholds established by the BAAQMD. <u>Since the export of soil is specifically proposed by the Gavilan College District, this is only a College Campus impact. This impact would only be triggered if the Gavilan College District elects to export soil from the site. (Significant Impact)</u></p>	<p>There are no mitigation measures to reduce this impact. (Significant Unavoidable Impact)</p>
<p style="text-align: center;">NOISE</p>	
<p><i>Mitigation Measures for Impacts to College On-Campus Housing Project</i></p>	
<p>Impact NOI-1: Noise levels in proposed common and private outdoor use areas <u>that may be proposed associated with the college campus on-campus housing project may exceed 65 dBA L_{dn} if they are located within 250 feet of the centerline of near-Fairview Road would exceed 65 dBA L_{dn}. (Potentially Significant Impact)</u></p>	<p>MM NOI-1: <u>Once the college on-campus housing project is designed, if active private or common open space is proposed for the college on-campus residential housing within 250 feet of Fairview Road, the following mitigation measure will be implemented to reduce impacts to a less than significant level.</u></p>

Significant Environmental Impact	Mitigation Measures
	<ul style="list-style-type: none"> Retain a qualified Acoustical Specialist to <u>complete an acoustical noise analysis on the proposed on-campus housing proposed design to determine if noise levels in active private or common open space would exceed 65 dBA L_{dn}. If this level would be exceeded, noise barriers shall be designed to provide acoustical shielding to at private or common exterior use areas. The design of these barriers shall limit exterior noise levels to 65 dBA L_{dn} or less. Preliminary calculations indicate that noise barriers ranging from six to eight feet in height would be required.</u> <p>(Less Than Significant Impact With Mitigation)</p>
<p>Impact NOI-2: Interior noise levels in proposed on-campus residences would exceed 45 dBA L_{dn}. (Significant Impact)</p>	<p>MM NOI-2: The following mitigation measures would reduce interior noise impacts to a less than significant level:</p> <ul style="list-style-type: none"> Retain a qualified Acoustical Specialist during project design to prepare a detailed acoustical analysis of interior noise reduction requirements and specifications for all noise-sensitive land uses proposed within 500 feet of the center of Fairview Road. Results of the analysis, including the description of necessary noise control treatments, shall be provided to the incorporated into the design of the project. Building sound insulation requirements shall include forced air mechanical ventilation in noise environments exceeding 60 dBA L_{dn}. <p>(Less Than Significant Impact With Mitigation)</p>
<p>Impact NOI-3: Noise generated from college campus rooftop mechanical systems may result in significant noise impacts. (Significant Impact)</p>	<p>MM NOI-3: The following mitigation measure would reduce noise impacts from rooftop mechanical equipment to a less than significant level:</p> <ul style="list-style-type: none"> Mechanical equipment shall be designed so as to minimize impacts on surrounding uses, particularly residences located north of the retail/on-campus housing. This can be accomplished by locating noise-generating equipment away from noise-

Significant Environmental Impact	Mitigation Measures
	<p>sensitive receivers, or by providing acoustical shielding. If rooftop-mounted mechanical equipment is used, it shall be shielded from the adjacent residential development by rooftop screens or perimeter parapet walls, noise control baffles, sound attenuators, or enclosures. All design specifications shall be included on all documents and plans.</p> <p>(Less Than Significant Impact With Mitigation)</p>
<p><i>Combined Mitigation Measures for Impacts to Existing Adjacent Residences</i></p>	
<p>Impact NOI-4: The combined projects' <u>full-buildout</u> generated traffic would increase noise levels at nearby residences on Fairview Road by four dBA L_{dn}. (Significant Impact)</p>	<p>MM NOI-4: The following<u>A combination of mitigation measures would help reduce impacts to affected property owners west of Fairview Road from project-generated traffic noise but would not lower the impact to a less than significant level. These noise reduction measures include the following:</u></p> <ul style="list-style-type: none"> • <u>New or larger noise barriers could reduce noise levels by 5 dBA L_{dn}. When more specific site plans are developed for the on-campus housing consider the design and construction of noise barriers to provide acoustical shielding at private or common exterior use areas. The design of these barriers shall limit exterior noise levels to 65 dBA L_{dn} or less. Preliminary calculations indicate that noise barriers ranging from six to eight feet in height would be required. Final design of such barriers, including as an assessment of their feasibility and reasonableness, shall be completed during final project level design review. Single-family residential receivers west of Fairview Road and north and south of Airline Highway near Enterprise could be provided with new or larger noise barriers to provide the additional necessary noise attenuation in private outdoor use areas. Typically, increasing the height of an existing barrier results in about one (1) dBA of attenuation per one (1) foot of additional barrier height. The design of such would require additional analysis.</u> • <u>Sound insulation treatments to the</u>

Significant Environmental Impact	Mitigation Measures
	<p>impacted buildings, such as sound-rated windows and doors, to reduce noise levels in interior spaces. <u>Affected residential receiver along affected roadways could be provided with sound insulation treatments if further study finds that interior noise levels within the affected residential units would exceed 45 dBA Ldn assuming plus project traffic conditions. The specific treatments for each affected residential unit would be identified on a case-by-case basis.</u></p> <ul style="list-style-type: none"> <p>Final design of such barriers and/or treatments, including an assessment of their feasibility and reasonableness, shall be completed during project level review. In addition, alternative noise reduction techniques shall be considered in coordination with the County of San Benito. Such techniques could include: installation of traffic calming measures to slow traffic; coordination of routing and other traffic control measures; repaving the affected roadways with “quiet” pavement types such as Open-Grade Asphalt Concrete. The replacement of dense grade asphalt (standard type) with open-grade or rubberized asphalt can reduce traffic noise levels along residential-type streets by 2 to 3 dBA. A possible noise reduction of 2 dBA would be expected using conservative engineering assumptions. Opportunities to lower noise levels through pavement surface treatments can only be identified after an assessment of the current roadway surface with respect to noise.</p> <p><u>Final design of such barriers and/or treatments, including an assessment of their feasibility and reasonableness, shall be completed during project level review.</u></p> <p><u>If the Gavilan College District, Fairview Corners, and San Benito County, determine that the mitigation is feasible, then with implementation of the mitigation measures, the impact would be less than significant. However, if the Gavilan College District,</u></p>

Significant Environmental Impact	Mitigation Measures
	<p><u>Fairview Corners, and San Benito County determine that the mitigation is not feasible, the impact would be considered significant and unavoidable. Note: if the Gavilan College District, Fairview Corners, and San Benito County determine that the mitigation is not feasible, they should provide clear and detailed documentation in the record.</u></p> <p>Each of these mitigation measures involves other non-acoustical considerations. Other engineering issues may dictate continued use of dense grade asphalt. Therefore, it may not be reasonable or feasible to reduce project-generated traffic noise at all affected receivers. The impact would be considered significant and unavoidable. (Significant Unavoidable Impact)</p>
<u>Mitigation Measures for College Campus Construction</u>	
<p>Impact NOI-5: The combined proposed projects and each project individually (college campus project and single-family residential project) would generate construction that noise would substantially increase noise levels at residential uses in the project vicinity. (Significant Impact)</p>	<p>MM NOI-5: The following mitigation measures would help reduce impacts from construction-generated noise but would not lower the impact to a less than significant level:</p> <ul style="list-style-type: none"> • Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 AM to 7:00 PM daily. • Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment. • Unnecessary idling of internal combustion engines shall be strictly prohibited. • Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise

Significant Environmental Impact	Mitigation Measures
	<p>levels by five (5) dBA.</p> <ul style="list-style-type: none"> • Utilize “quiet” air compressors and other stationary noise sources where technology exists. • Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible. • Control noise from construction workers’ radio to a point that they are not audible at existing residences bordering the project site. • The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and provide the County and Gavilan College District representative with a copy for approval. • Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator will be conspicuously posted at the construction site and included in the notice sent to neighbors regarding the construction schedule. <p>Although the above measures would reduce noise generated by the construction of the project, the impact would remain significant and unavoidable because of the extended period that adjacent receivers would be exposed to construction noise. (Significant Unavoidable Impact)</p>

Significant Environmental Impact	Mitigation Measures
<i>Mitigation Measures for Single-Family Residential Project</i>	
<p>Impact NOI-6: Noise levels in proposed the backyards of common and private outdoor use areas associated with the single-family residential project near along Fairview Road would exceed 65 dBA L_{dn}. (Significant Impact)</p>	<p>MM NOI-6: <u>For the proposed single-family houses within 250 feet of Fairview Road, the following mitigation measure will be implemented to reduce impacts to a less than significant level.</u></p> <ul style="list-style-type: none"> • <u>Retain a qualified Acoustical Specialist to complete an acoustical noise analysis on the proposed housing within 250 feet of Fairview Road. If the noise level of 65 dBA L_{dn} will be exceeded, noise barriers shall be designed to provide acoustical shielding to limit exterior noise levels to 65 dBA L_{dn} or less. Preliminary calculations indicate that noise barriers will range from six to eight feet in height. The MM NOI 1 (above) would reduce impacts to the single family residential project's proposed common and private outdoor use areas within 250 feet of Fairview Road to a less than significant level.</u> <p>(Less Than Significant With Mitigation)</p>
<p>Impact NOI-7: Interior noise levels in proposed single-family residences would exceed 45 dBA L_{dn}. (Significant Impact)</p>	<p>MM NOI-7: The following mitigation measures would reduce interior noise impacts to a less than significant level:</p> <ul style="list-style-type: none"> • Retain a qualified Acoustical Specialist during project design to prepare a detailed acoustical analysis of interior noise reduction requirements and specifications for all noise-sensitive land uses proposed within 500 feet of the center of Fairview Road. Results of the analysis, including the description of necessary noise control treatments, shall be provided to the County along with the building plans prior to issuance of a building permit. • Building sound insulation requirements shall include forced air mechanical ventilation in noise environments exceeding 60 dBA L_{dn}. <p>(Less Than Significant Impact With Mitigation)</p>

Significant Environmental Impact	Mitigation Measures
<p>Impact NOI-8: <u>The combined proposed projects and each project individually (college campus project and single-family residential project) would generate construction that noise would substantially increase noise levels at residential uses in the project vicinity. The combined projects' generated traffic would increase noise levels at nearby residences on Fairview Road by four dBA L_{dn} (Significant Impact)</u></p>	<p>MM NOI-8: <u>The following mitigation measures would help reduce impacts from construction-generated noise but would not lower the impact to a less than significant level:</u></p> <ul style="list-style-type: none"> • <u>Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 AM to 7:00 PM daily.</u> • <u>Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</u> • <u>Unnecessary idling of internal combustion engines shall be strictly prohibited.</u> • <u>Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise generating equipment when located near adjoining sensitive land uses. Temporary noise barriers could reduce construction noise levels by five (5) dBA.</u> • <u>Utilize "quiet" air compressors and other stationary noise sources where technology exists.</u> • <u>Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction-related heavy truck traffic in residential areas where feasible.</u> • <u>Control noise from construction workers' radio to a point that they are not audible at existing residences bordering the project site.</u> • <u>The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction</u>

Significant Environmental Impact	Mitigation Measures
	<p><u>activities and provide the County with a copy for approval.</u></p> <ul style="list-style-type: none"> • <u>Designate a “disturbance coordinator” who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. A telephone number for the disturbance coordinator will be conspicuously posted at the construction site and included in the notice sent to neighbors regarding the construction schedule.</u> <p><u>Although the above measures would reduce noise generated by the construction of the project, the impact would remain significant and unavoidable because of the extended period that adjacent receivers would be exposed to construction noise. (Significant Unavoidable Impact)</u></p> <p><u>The following mitigation measures would help reduce impacts from project generated traffic noise but would not lower the impact to a less than significant level:</u></p> <ul style="list-style-type: none"> •<u>New or larger roadway noise barriers could reduce noise levels by 5 dBA L_{dn}. Final design of such barriers, including an assessment of their feasibility and reasonableness, shall be completed during the County’s project level review.</u> •<u>Sound insulation treatments to the impacted buildings, such as sound-rated windows and doors, to reduce noise levels in interior spaces.</u> •<u>Final design of such barriers and/or treatments, including an assessment of their feasibility and reasonableness, shall be completed during project level review. Alternative noise reduction techniques should be considered in coordination with</u>

Significant Environmental Impact	Mitigation Measures
	<p>the San Benito County. Such techniques could include: installation of traffic calming measures to slow traffic; coordination of routing and other traffic control measures; repaving the affected roadways with “quiet” pavements types such as Open grade Asphalt Concrete. The replacement of dense grade asphalt (standard type) with open grade or rubberized asphalt can reduce traffic noise levels along residential type streets by 2 to 3 dBA. A possible noise reduction of 2 dBA would be expected using conservative engineering assumptions. Opportunities to lower noise levels through pavement surface treatments can only be identified after an assessment of the current roadway surface with respect to noise.</p> <p>Each of these mitigation measures involves other non-acoustical considerations. Other engineering issues may dictate continued use of dense grade asphalt. Therefore, it may not be reasonable or feasible to reduce project-generated traffic noise at all affected receivers. The impact would be considered significant and unavoidable. (Significant Unavoidable Impact)</p>
<p>Impact NOI-9: The combined proposed projects and each project individually (college campus project and single family residential project) would generate construction that noise would substantially increase noise levels at residential uses in the project vicinity. (Significant Impact)</p>	<p>MM NOI-9: The MM NOI-5 (above) would help reduce impacts from construction-generated noise but would not lower the impact to a less than significant level. (Significant Unavoidable Impact)</p>
HYDROLOGY, DRAINAGE, AND WATER QUALITY	
<i>Mitigation Measures for College Campus Project</i>	
<p>Impact HYD-1: The proposed project could result in surface water quality impacts. (Significant Impact)</p>	<p>MM HYD-1: The following mitigation measures are included in the proposed project to ensure compliance with NPDES permit requirements enforced by the Regional Board to reduce construction and post-construction water quality impacts:</p> <ul style="list-style-type: none"> • The Gavilan College project contractor shall prepare and implement an erosion

Significant Environmental Impact	Mitigation Measures
	<p>control plan, a stormwater pollution prevention plan (SWPPP) and a stormwater management plan (SWMP) consistent with recommended design criteria, in accordance with the NPDES permitting requirements enforced by the Regional Board.</p> <ul style="list-style-type: none"> • During grading, the topsoil will be stockpiled and then sub-grade soils will be removed for the possible export of soil. In accordance with County standard conditions, any stockpiled soil will be covered to prevent erosion and reapplied as a surface layer to be re-vegetated. • The Gavilan College shall identify the SWPPP Manager who will be the responsible party during the construction phase to ensure proper implementation, maintenance, and performance of the BMPs. The SWPPP shall prescribe construction-phase BMPs to adequately contain sediment on-site and prevent construction activities from degrading surface runoff. BMPs shall be implemented in accordance with criteria in the California Stormwater BMP Handbook for Construction or other accepted guidance, but must NOT delay flows unless the flows would be retained completely and not leave the site. The SWPPP shall be reviewed and approved by the Gavilan College construction manager prior to the start of any grading and construction. • The BMPs implemented through the SWMP must NOT delay flows. This will likely preclude the use of any detention or filtration measures. Vortex separators and possibly swales will likely be what will be required to allow flows to leave the site quickly before the peak discharge of the tributary arrives at the site, guarding downstream from negative flooding and erosion impacts. Mitigating water quality impacts must not be done at the expense

Significant Environmental Impact	Mitigation Measures
	<p>of flooding and erosion impacts downstream.</p> <ul style="list-style-type: none"> The Gavilan College’s stormwater management plan (SWMP) shall implement post-construction water quality BMPs. Given the condition of the above mitigation measures, neighborhood- and/or lot-level BMPs to promote infiltration or “green” treatment of storm runoff shall be emphasized, consistent with Regional Board guidance for NPDES Phase 2 permit compliance. These types of BMPs must be designed to NOT delay flows unless the flows. BMPs shall be designed in accordance with engineering criteria in the California Stormwater BMP Handbook for New and Redevelopment or other accepted guidance and designs shall be reviewed and approved by the Gavilan College construction manager prior any grading for the roadway or driveways. The Gavilan College shall prepare a clearly defined operations and maintenance plan for water quality and quality control measures. The design and maintenance documents shall include measures to limit vector concerns, especially with respect to control of mosquitoes. The Gavilan College shall identify the responsible parties and provide adequate funding to operate and maintain stormwater improvements. <p>(Less Than Significant With Mitigation)</p>
Mitigation Measures for Single-Family Residential Project	
<p>Impact HYD-2: The proposed project could result in surface water quality impacts. (Significant Impact)</p>	<p>MM HYD-2: The following mitigation measures are included in the proposed project to ensure compliance with NPDES permit requirements enforced by the Regional Board to reduce construction and post-construction water quality impacts:</p> <ul style="list-style-type: none"> The single-family residential project applicant shall prepare and implement an erosion control plan, a stormwater pollution prevention plan (SWPPP) and a stormwater management plan (SWMP)

Significant Environmental Impact	Mitigation Measures
	<p>consistent with recommended design criteria, in accordance with the NPDES permitting requirements enforced by the Regional Board.</p> <ul style="list-style-type: none"> • The applicant’s SWPPP shall prescribe construction-phase BMPs to adequately contain sediment on-site and prevent construction activities from degrading surface runoff. BMPs shall be implemented in accordance with criteria in the California Stormwater BMP Handbook for Construction or other accepted guidance but must NOT delay flows unless the flows would be retained completely and not leave the site. The SWPPP shall be reviewed and approved by the County prior to issuance of grading or building permits. • The BMPs implemented through the SWMP must NOT delay flows unless the flows would be retained completely and not leave the site. This will likely preclude the use of any detention or filtration measures. Vortex separators and possibly swales will likely be what will be required to allow flows to leave the site quickly before the peak discharge of the tributary arrives at the site, guarding downstream from negative flooding and erosion impacts. Mitigating water quality impacts must not be done at the expense of flooding and erosion impacts downstream. • During grading, the topsoil will be stockpiled and then sub-grade soils will be removed for the possible export of soil. In accordance with County standard conditions, any stockpiled soil will be covered to prevent erosion and reapplied as a surface layer to be re-vegetated. • The applicant shall identify the SWPPP Manager who will be the responsible party during the construction phase to ensure proper implementation,

Significant Environmental Impact	Mitigation Measures
	<p data-bbox="873 218 1330 281">maintenance, and performance of the BMPs.</p> <ul data-bbox="824 323 1399 1829" style="list-style-type: none"> <li data-bbox="824 323 1399 953">• The applicant’s SWMP shall implement post-construction water quality BMPs. Given the condition of the above mitigation measures, neighborhood- and/or lot-level BMPs to promote infiltration or “green” treatment of storm runoff shall be emphasized, consistent with Regional Board guidance for NPDES Phase 2 permit compliance. These types of BMPs must be designed to NOT delay flows unless the flows. BMPs shall be designed in accordance with engineering criteria in the California Stormwater BMP Handbook for New and Redevelopment or other accepted guidance and designs shall be reviewed and approved by the County prior to issuance of grading or building permits for the roadway or driveways. <li data-bbox="824 995 1399 1829">• The applicant shall prepare a clearly defined operations and maintenance plan for water quality and quality control measures. The design and maintenance documents shall include measures to limit vector concerns, especially with respect to control of mosquitoes. The applicant shall identify the responsible parties and provide adequate funding to operate and maintain stormwater improvements (through a HOA or similar organization). If lot-level BMPs are accepted by the County as a suitable control measure, the applicant shall establish a mechanism for enforcement to assure that BMP functioning is being maintained as designed. The applicant shall also establish financial assurances, as deemed appropriate by the Department of Resource Management, enabling the County to maintain the stormwater improvements should the HOA or other entity disband or cease to perform its maintenance responsibilities. <p data-bbox="824 1835 1354 1866">(Less Than Significant With Mitigation)</p>

Significant Environmental Impact	Mitigation Measures
BIOLOGICAL RESOURCES	
<i>Mitigation Measures for Combined College Campus Project and Single-Family Residential Project</i>	
<p>Impact BIO-1: The proposed project could result in the loss of 137 acres of California tiger salamander aestivation habitat. (Significant Impact)</p>	<p>MM BIO-1.1: The following mitigation measures shall be implemented to avoid and minimize impacts where possible and then compensate for any residual impacts to individual California tiger salamanders:</p> <ul style="list-style-type: none"> • The project proponents shall comply with provisions of the federal and state Endangered Species Acts through consultation with USFWS and CDFG for Incidental Take Authorization. To obtain a take permit, consultation with the U.S. Fish and Wildlife Service shall be initiated through a site-specific Habitat Conservation Plan (HCP) process (Section 10 consultation). • A qualified onsite monitor shall be present during the initial site grading. The monitor would only need to monitor the site during the rough grading activities. Monitoring could cease once the build-out site has been completely denuded of habitats. • Exclusion fencing (e.g., silt fencing) shall be erected around construction zones to minimize the potential of a California tiger salamander dispersing onto the site during construction and shall remain in place for the duration of construction. Any tiger salamander detected during these procedures will be moved to a suitable habitat by a biologist possessing USFWS authorization to handle California tiger salamanders. <p>MM BIO-1.2: To offset impacts, as well as to obtain federal and state take authorization for impacts to this species, compensation would be required. Because the entire site is being proposed for project build-out, onsite compensation would not be feasible. Therefore, compensation shall occur at a suitable offsite location <u>(as approved by</u></p>

Significant Environmental Impact	Mitigation Measures
	<p><u>USFWS</u>) via the purchase of credits from a nearby conservation bank (e.g., <u>Pajaro River Mitigation Bank operated by Wildlands, Inc.</u>) or by placing suitable habitat under a conservation easement. Because the existing conditions represent a non-sustaining situation, the loss of aestivation habitat shall be compensated for at a replacement-to-removal ratio at a minimum of 1:1 (one acre of habitat created or preserved for each acre disturbed) or as otherwise approved by <u>USFWS (e.g., less than a 1:1 ratio if approved habitat enhancements are provided)</u>. The Gavilan College and Fairview Corners are considering potential mitigation options on ranchlands in the hills on the east side of San Benito County that have identified California tiger salamander source populations, including both breeding and aestivation habitat. A management plan for these lands would be developed in accordance with USFWS guidelines and shall include a mechanism for managing these lands in perpetuity.</p> <p>(Less Than Significant With Mitigation)</p>
<p>Impact BIO-2: The proposed project could result in a significant impact to burrowing owls. (Significant Impact)</p>	<p>MM BIO-2.1: A qualified biologist shall complete pre-construction surveys for burrowing owls on the project site within 30 days of the onset of ground disturbance. This survey shall be completed according to methods described in the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 1995). All suitable habitats of the project site shall be covered during this survey. If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort, in coordination with CDFG, (i.e., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be necessary to ensure that the owls are not harmed or injured during construction. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed.</p>

Significant Environmental Impact	Mitigation Measures
	<p>MM BIO-2.2: If burrowing owls are detected on the site or immediately adjacent lands (i.e., within 250 feet of the site boundary) during the breeding season (February 1 through August 31), a construction-free buffer of 250 feet shall be established around all active owl burrows. In coordination with CDFG and the protocol established in the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFG 1995), the buffer areas shall be enclosed with temporary fencing, and construction equipment and workers shall not enter the enclosed setback areas. Buffers shall remain in place for the duration of the breeding season or until it has been determined by a qualified biologist that chicks have fledged and are independent of their parents. After the breeding season, passive relocation of any remaining owls may take place as described in MM BIO-2.1. (Less Than Significant With Mitigation)</p>
<p>Impact BIO-3: The proposed project could result in a significant impact to San Joaquin kit foxes. (Significant Impact)</p>	<p>MM BIO-3.1: Pre-construction surveys shall be completed no less than 14 days and no more than 30 days prior to the beginning of ground disturbance, construction activities, and/or any project activity likely to impact the San Joaquin kit fox. Surveys and avoidance measures shall follow the <i>USFWS Standardized Recommendations for Protection of the San Joaquin kit fox prior to or during ground disturbance</i>. The primary objective is to identify kit fox habitat features (e.g., potential dens and refugia) on the project site and evaluate their use by kit foxes. If an active kit fox den is detected within or immediately adjacent to the area of work, the USFWS shall be contacted immediately to determine the best course of action. If no kit fox activity is detected, a written report shall be submitted to the USFWS and CDFG within five days after completion of the surveys.</p> <p>MM BIO-3.2: Permanent and temporary construction activities and other types of project-related activities shall be carried out in a manner that minimizes disturbance to kit foxes, should their presence be detected on</p>

Significant Environmental Impact	Mitigation Measures
	<p>the site during pre-construction surveys. Minimization measures include, but are not limited to: restriction of project-related vehicle traffic to established roads, construction areas, and other designated areas; inspection and covering of structures (e.g., pipes), as well as installation of escape structures, to prevent the inadvertent entrapment of kit foxes; restriction of rodenticide and herbicide use; and proper disposal of food items and trash.</p> <p>MM BIO-3.3: The Ventura field office of the USFWS and the Fresno field office of the CDFG shall be notified in writing within three working days in case of the accidental death or injury to a San Joaquin kit fox during project-related activities. Notification must include the date, time, location of the incident or of the finding of a dead or injured animal, and any other pertinent information. (Less Than Significant With Mitigation)</p>
<p>Impact BIO-4: The proposed project could result in a significant impact to American badgers. (Significant Impact)</p>	<p>MM BIO-4: Pre-construction surveys completed for raptors and specifically for burrowing owls shall also be used to determine the presence or absence of badgers on individual project sites. In the unlikely event that an active badger den is identified during pre-construction surveys within or immediately adjacent to the construction envelope, a construction-free buffer of up to 300 feet or a suitable distance specified by the resource agencies (i.e., CDFG) shall be established around the den. If coordination with CDFG is required, it shall occur prior to any ground disturbance. Because badgers are known to use multiple burrows in a breeding burrow complex, a biological monitor shall be present onsite during construction activities to ensure the buffer is adequate to avoid direct impact to individuals or nest abandonment. The onsite monitor would be necessary until it is determined that young are of an independent age and construction activities would not harm individual badgers. Once it has been determined that badgers have vacated the site, the burrows could be</p>

Significant Environmental Impact	Mitigation Measures
	collapsed or excavated, and ground disturbance could proceed. (Less Than Significant With Mitigation)
<p>Impact BIO-5: Construction activities associated with the proposed project could disturb nesting raptors on or immediately adjacent to the site. (Significant Impact)</p>	<p>MM BIO-5: A qualified biologist shall complete a pre-construction survey for tree- and ground-nesting raptors throughout the site and in all trees within 250 feet of the site no more than 30 days prior to the onset of ground disturbance, if such disturbance will occur during the breeding season (February 1 through August 31). Pre-construction surveys shall be used to determine the presence or absence of nesting raptors. If nesting raptors are detected during the survey within 250 feet of proposed project-related development activities, a suitable construction-free buffer shall be established around all active nests. If coordination with CDFG is required, it shall occur prior to any ground disturbance. The precise dimension of the buffer (up to 250 ft.) would be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. Pre-construction surveys during the non-breeding season are not necessary for most nesting raptors, including all tree-nesting raptors, as they are expected to abandon their roosts during construction. (Less Than Significant With Mitigation)</p>
VISUAL AND AESTHETIC RESOURCES	
<p>Impact VIS-1: Construction of the proposed projects would result in significant visual impacts. (Significant Impact)</p>	<p>There are no mitigation measures to reduced this impact. (Significant Unavoidable Impact)</p>
ENERGY RESOURCES	
<p>Impact ENR-1: The transportation of fill from the site during construction would result in a significant consumption of gasoline and therefore, would result in a significant energy impact. (Significant Impact)</p>	<p>There are no mitigation measures to reduce this impact. (Significant Unavoidable Impact)</p>

Significant Environmental Impact	Mitigation Measures
CUMULATIVE IMPACTS	
CUMULATIVE TRANSPORTATION	
<p>Impact C-TRAN-1.1: <u>Airline Highway and Union Road</u> Under cumulative conditions, the proposed project would cause the AM peak hour LOS to degrade from LOS D to E. The project traffic would cause the average delay to increase by more than five seconds during the AM and PM peak hours. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.1: <u>Airline Highway and Union Road</u> Modify the existing traffic signal to include protected left-turn phasing for the Union Road approaches, adding exclusive eastbound and westbound right-turn lanes on Union Road, and adding a second southbound left-turn lane on Airline Highway. San Benito County will monitor this intersection to determine when the improvement is required, and implement the improvement when required. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined <u>residential</u> project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact C-TRAN-1.2: <u>Enterprise Road and Airline Highway</u> Under cumulative conditions, the proposed project would cause the AM peak hour LOS to degrade from LOS C to D. The project traffic would cause the average delay to increase by more than five seconds during the AM peak hour. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.2: <u>Enterprise Road and Airline Highway</u> Install a traffic signal, subject to Caltrans' approval, when conditions warrant installation. San Benito County will monitor this intersection to determine when the improvement is required. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined <u>residential</u> project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact C-TRAN-1.3: <u>Fairview Road/Ridgemark Drive and Airline Highway</u> Under cumulative conditions, the proposed project would cause the average delay to increase by more than five seconds during the AM and PM peak hours. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.3: <u>Fairview Road/Ridgemark Drive and Airline Highway</u> Install a traffic signal, subject to Caltrans' approval, when conditions warrant installation. <u>The project proposes this improvement, as part of the proposed development. The traffic signal at Highway 25/Fairview Road is on a State Highway; therefore, the project sponsor shall work(s)</u></p>

Significant Environmental Impact	Mitigation Measures
	<p><u>with the County and Caltrans to initiate the approval process as an element of the first phase of development. This work may be the subject of a memorandum of understanding or development agreement entered into between Gavilan, Fairview Corners, and the San Benito County for the overall project infrastructure development. Installation of the traffic signal at this location would be needed to support later stages of the proposed development. Actual timing of the need for the signal would depend on the extent of other cumulative development in the area, and ultimately would be a Caltrans decision.</u></p> <p>Improvements at this intersection are also included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined-residential project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact C-TRAN-1.4: <u>McCray Street and Hillcrest Road</u> Under cumulative conditions, the proposed project would cause the average delay to increase by more than five seconds during the PM peak hour. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.4: <u>McCray Street and Hillcrest Road</u> Modifying the existing traffic signal to include protected left-turn phasing on the east and west approaches and add a dedicated right-turn lane on both Hillcrest Road approaches. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined-residential project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact C-TRAN-1.5: <u>Memorial Street and Hillcrest Road</u> Under cumulative conditions, the proposed project would cause the average delay to increase by more than five seconds during the AM and PM peak hours. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.5: <u>Memorial Drive and Hillcrest Road</u> Install a traffic signal, subject to Caltrans' approval, when conditions warrant installation. Add dedicated left-turn lanes on all four approaches and the traffic signal should be operated with protected left-turn phasing. Improvements at this intersection</p>

Significant Environmental Impact	Mitigation Measures
	<p>are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined residential project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact C-TRAN-1.6: San Benito Street and South Street <u>Union Road/Mitchell Road and Highway 156</u> Under cumulative conditions, the proposed project would cause the average delay to increase by more than five seconds during the AM and PM peak hours. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.6: <u>Union Road/Mitchell Road and Highway 156</u> Modify the existing traffic signal to include protected left-turn phasing for the Union Road/Mitchell Road approaches, add a second northbound left-turn lane, add an exclusive southbound left-turn lane, and add a second through lane in each direction on Highway 156. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined residential project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>
<p>Impact C-TRAN-1.7: Union Road/Mitchell Road and Highway 156 <u>San Benito Street and South Street</u> Under cumulative conditions, the proposed project would cause the average delay to increase by more than five seconds during the AM and PM peak hours. (Significant Cumulative Impact)</p>	<p>MM C-TRAN-1.7: <u>San Benito Street and South Street</u> Convert all approaches at the intersection to have one left-turn lane, one through lane, and one right-turn lane, and convert the existing traffic signal to operate with protected left-turn phasing on all approaches. This would likely require the removal of parking along all four legs of the intersection. Improvements at this intersection are included in the City of Hollister/San Benito County Regional Traffic Impact Fee (TIF) program. As such, the combined residential project's participation in the TIF program would constitute a fair-share contribution toward the necessary mitigation measures at this location. (Less Than Significant Impact With Mitigation)</p>

Significant Environmental Impact	Mitigation Measures
CUMULATIVE NOISE	
<p>Impact C-NOI-2: Project traffic would measurably contribute to significant cumulative traffic noise increases on adjacent roadways. (Significant Cumulative Impact)</p>	<p>MM C-NOI-2: A combination of The following mitigation measures would help reduce impacts <u>to affected property owners west of Fairview Road from project-generated cumulative traffic noise. These noise reduction measures include the following but would not lower the impact to a less than significant level:</u></p> <ul style="list-style-type: none"> • <u>New or larger noise barriers could reduce noise levels by 5 dBA L_{dn}. When more specific site plans are developed consider the design and construction of noise barriers to provide acoustical shielding at private or common exterior use areas. The design of these barriers shall limit exterior noise levels to 65 dBA L_{dn} or less. Preliminary calculations indicate that noise barriers ranging from six to eight feet in height would be required. Final design of such barriers, including an assessment of their feasibility and reasonableness, shall be completed during final project level design review. Single-family residential receivers west of Fairview Road and north and south of Airline Highway near Enterprise could be provided with new or larger noise barriers to provide the additional necessary noise attenuation in private outdoor use areas. Typically, increasing the height of an existing barrier results in about one (1) dBA of attenuation per one (1) foot of additional barrier height. The design of such would require additional analysis.</u> • <u>Sound insulation treatments to the impacted buildings, such as sound-rated windows and doors, to reduce noise levels in interior spaces. Affected residential receivers along affected roadways could be provided with sound insulation treatments if further study finds that interior noises with the affected residential units would exceed 45 dBA L_{dn} assuming plus project traffic conditions.</u>

Significant Environmental Impact	Mitigation Measures
	<ul style="list-style-type: none"> • Final design of such barriers and/or treatments, including an assessment of their feasibility and reasonableness, shall be completed during project level review. In addition, alternative noise reduction techniques shall be considered in coordination with the County of San Benito. Such techniques could include: installation of traffic calming measures to slow traffic; coordination of routing and other traffic control measures; repaving the affected roadways with “quiet” pavement types such as Open-Grade Asphalt Concrete. The replacement of dense grade asphalt (standard type) with open-grade or rubberized asphalt can reduce traffic noise levels along residential-type streets by 2 to 3 dBA. A possible noise reduction of 2 dBA would be expected using conservative engineering assumptions. Opportunities to lower noise levels through pavement surface treatments can only be identified after an assessment of the current roadway surface with respect to noise. • <u>Final design of such barriers and/or treatments, including an assessment of their feasibility and reasonableness, shall be completed during project level review.</u> <p><u>If the Gavilan College District, Fairview Corners, and San Benito County, determine that the mitigation is feasible, then with implementation of the mitigation measures, the impact would be less than significant. However, if the Gavilan College District, Fairview Corners, and San Benito County, determine that the mitigation is not feasible, the impact would be considered significant and unavoidable. Note: if the Gavilan College District, Fairview Corners, and San Benito County, determine that the mitigation is not feasible, they should provide clear and detailed documentation in the record.</u></p> <p>Each of these mitigation measures involves</p>

Significant Environmental Impact	Mitigation Measures
	<p>other non-acoustical considerations. Other engineering issues may dictate continued use of dense grade asphalt. Therefore, it may not be reasonable or feasible to reduce project-generated cumulative traffic noise at all affected receivers. The impact would be considered significant and unavoidable. (Significant Unavoidable Cumulative Impact)</p>
<i>CUMULATIVE VISUAL AND AESTHETIC RESOURCES</i>	
<p>Impact C-VIS-3: The cumulative projects would result in cumulatively significant visual and aesthetic impacts, and the proposed college campus project and single family residential project would make a cumulatively considerable contribution towards this cumulative impact. (Significant Cumulative Impact)</p>	<p>There is no mitigation to reduce this impact to a less than significant level. (Significant Unavoidable Cumulative Impact)</p>
<i>CUMULATIVE ENERGY</i>	
<p>Impact C-ENR-4: The cumulative projects would result in cumulatively significant energy impacts, and the proposed college campus project and single-family residential project would make a cumulatively considerable contribution towards this cumulative impact. (Significant Cumulative Impact)</p>	<p>There is no mitigation to reduce this impact to a less than significant level. (Significant Unavoidable Cumulative Impact)</p>

AVOIDANCE MEASURES
<p>Cultural Resources</p>
<p>The following avoidance measures are equally proposed for both the college campus project and the single-family residential project.</p> <p>AM CUL-1: The following avoidance measures shall be completed in the event prehistoric traces (human remains, artifacts, concentrations of shell/bone/rock/ash) are encountered during construction:</p> <ul style="list-style-type: none"> • In the event that cultural artifacts are discovered, all construction within a 50-meter radius of the find should be stopped, the County Planning Department notified, and an archaeologist retained to examine the find and make appropriate recommendations. • In the event that Native American human remains or funerary objects are discovered, the provisions of the California Health and Safety Code shall be followed. Section 7050.5(b) of the California Health and Safety Code states: <ul style="list-style-type: none"> ▪ In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any

nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined, in accordance with Chapter 10 of Part 3 of Division 2 of Title 3 of the Government Code, that the remains are not subject to the provisions of Section 27492 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of death, and the recommendations concerning treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code.

- The County Coroner, upon recognizing the remains as being of Native American origin, is responsible to contact the Native American Heritage Commission within twenty-four hours. The Commission has various powers and duties to provide for the ultimate disposition of any Native American remains, as does the assigned Most Likely Descendant. Sections 5097.98 and 5097.99 of the Public Resources Code also call for “protection to Native American human burials and skeletal remains from vandalism and inadvertent destruction.” A combination of preconstruction worker training and intermittent construction monitoring by a qualified archaeologist will serve to achieve compliance with this requirement for protection of human remains. Worker training typically instructs workers as to the potential for discovery of cultural or human remains, and both the need for proper and timely reporting of such find, and the consequences of failure thereof. Once the find has been identified, the archaeologist will make the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the finds are found to be significant according to CEQA.

Visual and Aesthetic Resources

Avoidance Measures for College Campus Project

AM VIS-1: All campus lighting fixtures including the parking lots and athletic stadium will be located and shielded, to minimize overflow to adjacent properties. Lighting for the athletic fields shall include features such as light hoods and visors for directing the light down onto the fields and the lighting fixtures shall be equipped with lamps that are designed to reduce the number of fixtures needed and to increase light beam control and efficiency. Such lamps (e.g., metal halide lamps) are in use in modern lighting systems for athletic fields. The illumination of all outdoor recreational facilities will conform to the shielding standards of the San Benito County Dark Sky Ordinance for Zone II areas. All lighted events will not be illuminated after 11:00 p.m., except to conclude a scheduled recreational or sporting event in progress prior to 11:00 p.m.

Avoidance Measures for Single-Family Residential Project

AM VIS-2: The residential project would be subject to County design review, County Architectural Site Approval (ASA) process.

Energy Resources

Avoidance Measures for College Campus Project

AM ENR-1: The college campus shall be designed to conform with Community College Board *Energy and Sustainability Policies*, including designing new facilities that out-perform the energy code by 15 percent, using available economically feasible technology or procuring 20 percent of their electricity needs from renewable sources by 2010 and 40 percent by 2014 and designating energy/utility managers at the campus level and developing energy and sustainable strategic plans for each campus. The college campus buildings shall be designed to qualify for

LEED building certification.

Avoidance Measures for Single-Family Residential Project

AM ENR-1: The single-family residential project shall include energy conserving design and construction techniques to meet or exceed Title 24 requirements and will incorporate Green Building Practices including pre-wiring and/or installing some houses with solar power.

Global Climate Change

Avoidance Measures for College Campus Project

AM C-GCC-1: The college campus shall be designed to conform with Community College Board *Energy and Sustainability Policies*, including designing new facilities that out-perform the energy code by 15 percent, using available economically feasible technology or procuring 20 percent of their electricity needs from renewable sources by 2010 and 40 percent by 2014 and designating energy/utility managers at the campus level and developing energy and sustainable strategic plans for each campus. The college campus buildings shall be designed to qualify for LEED building certification.

Avoidance Measures for Single-Family Residential Project

AM C-GCC-2: The single-family residential project shall include energy conserving design and construction techniques to meet or exceed Title 24 requirements and will incorporate Green Building Practices including pre-wiring and/or installing some houses with solar power.

Significant Unavoidable Impacts

If the project is implemented, the following significant unavoidable environmental impacts will occur:

- Significant air quality impact (college campus only impact)
- Significant noise impacts
- Significant visual impacts
- Significant energy impacts (college campus only impact)
- Significant cumulative noise impacts
- Significant cumulative visual and aesthetic impacts
- Significant cumulative energy impacts
- Significant growth inducing

Summary of Alternatives

Section 5.0 Alternatives to the Project evaluates the environmental impacts of three alternatives to the proposed project, one of which is the No Project Alternative. These alternatives are summarized below.

No Project Alternative

The No Project alternative consists of a continuation of the existing annual discing and periodic cattle grazing of the 137-acre site. As long as the property owner continues with this operation, the existing conditions could continue.

It is possible either of the projects could not be approved and only one of the projects would be

developed. This would result in 80-acres or 57-acres of the 137-acre property remaining undeveloped. Compared to both projects developing, the environmental impacts would be proportionately reduced. There would be less traffic, noise, air quality, and energy impacts. Impacts and mitigation required for biological resources, geology and soils, hydrology and water quality, cultural resources would be similar to approval of both proposed projects. Assuming that neither of the projects are developed, the No Project Alternative would not meet any of the project objectives. The No Project Alternative (assuming the continued use of the existing agricultural uses) would avoid the significant environmental impacts of the project; however, it would also fail to implement several environmental benefits that result from the project.

Reduced Residential Alternative

The Reduced Residential Alternative consists of one-half acre (0.5-acre) residential lots on 57-acres of the property and full buildout of the college campus on the same 80-acres as the proposed project. The one-half acre residential lots used in this analysis was based upon consistency with the adjacent residential subdivisions. The Reduced Residential Alternative would be developed on the same property, but there would be only 112 single-family houses compared to ~~220~~214 under the proposed project. The campus development would continue to include a 3,500 FTES campus, with 35,000 square feet of retail and 70 on-campus housing units.

The Reduced Residential Alternative would impact two intersection and one highway segment; these impacts could be mitigated by participation in the Regional TIF program and would constitute a fair-share contribution toward the necessary mitigation measures at the various roadway locations. While the Reduced Residential Alternative would result in significant impacts and mitigation measures, this alternative would result in reduced transportation impacts, compared to the proposed project.

Air quality and noise construction impacts would be similar to the proposed project, because this alternative would still involve multiple phases of construction and there would still be adjacent sensitive receptors. The operational noise impacts would be similar to than the proposed project, because the traffic generation is not substantially less than the proposed project. The energy usage impacts would be slightly less than the proposed project because the 108 single-family houses would not make a substantial difference in energy usage compared to the proposed project. Water quality, biology, geology, and visual impacts would similar to the proposed project because this alternative would also result in construction and development on the entire 137 acres.

While this alternative is feasible from a land use and planning standpoint and would establish a college campus and single-family residential development, it would not fully meet the Fairview Corners residential goals and objectives. This alternative would reduce transportation impacts at one intersection compared to the combined projects.

All Residential Alternative

The All Residential Alternative consists of one-half acre (0.5-acre) residential lots on all 137-acres of the property. The college campus would not be included in this alternative. The All Residential Alternative would include 272 single-family houses compared to ~~220~~214 with the proposed project.

The All Residential Alternative would impact two intersection and two highway segments, these impacts could be mitigated by participation in the Regional TIF program and would constitute a fair-share contribution toward the necessary mitigation measures at the various roadway locations. While

the All Residential Alternative would result in significant impacts and mitigation measures, this alternative would result in reduced transportation impacts compared to the proposed project.

Air quality and noise construction impacts would be similar to the proposed combined projects, because this alternative would still involve multiple phases of construction and there would still be adjacent sensitive receptors. Due to the reduced traffic generation, operational noise impacts would be less than the proposed project. The energy usage impacts would be less than the proposed college campus and residential projects because the 272 single-family houses would require less than the proposed college campus and residential projects. Water quality, biology, geology, and visual impacts would be similar to the proposed college campus and residential projects because this alternative would also result in construction and development on the entire 137 acres.

This Alternative would result in less transportation and energy impacts than the proposed project. While this alternative is feasible from a land use and planning standpoint and would establish a single-family residential development, it would not fully meet the Fairview Corners residential goals and objectives. Since the alternative would not develop a college campus, it would not meet any of the objectives of the Gavilan College District to serve the growing demand for community college education services in San Benito County.

Location Alternative

The Gavilan College District has been engaged in a search for property in the City of Hollister and San Benito County areas since 2004, when the need for a San Benito campus was first identified as part of the voter approved facilities improvement bond approved under provisions of Proposition 39. Their multi-year site consideration and selection process is summarized in *Section 2.2 Project Background – Gavilan College District Process* of this EIR.

Also described in *Section 2.2*, twelve of the initially considered sites were evaluated and deemed unsuitable due to land cost, access and/or site configuration, airport issues, agricultural easements, topography, lack of utilities, proximity to the Gilroy campus, and other environmental factors.

One of the sites considered as one of the final four warranting more in-depth consideration was Alternative Site #10, the 130-acre Citation Site, located on McCloskey Road, just under one mile east of San Felipe Road (Hwy 156). Alternative Site #10 has a San Benito County General Plan designation of *Rural Residential* allows one-half acre minimum lot size. This alternative site is located outside of the Hollister city limits, but inside of the City of Hollister's Planning Area. According to the City of Hollister General Plan, the Citation site has a designation of *Residential Estate*, same as the proposed project.

While this alternative is feasible from a land use and planning standpoint and would establish a college campus for the Gavilan College District, it would not fully meet all Gavilan's objectives. This alternative would avoid seismic fault impacts but would result in similar transportation, air quality, noise, energy, and visual impacts. In addition, Alternative Site #10 would result in new or greater impacts from biological, land use, agricultural, cultural, and flooding impacts compared to the proposed project.

Environmental Superior Alternative

The CEQA Guidelines state that an EIR shall identify an environmentally superior alternative. Based

on the above discussions, the environmentally superior alternative is the No Project Alternative, because all of the project's significant environmental impacts would be avoided if no new construction occurred under this Alternative. CEQA Guidelines Section 15126.6(e)(2), however, states that “if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

The Residential Alternative would be the environmentally superior alternative because it would result in less transportation, operational noise impacts, and less energy usage than the proposed project. This Alternative would not meet any of the San Benito Campus objectives because the college campus project was eliminated. An alternative that would meet some of both project objectives and still reduce project impacts would be the Reduced Residential Alternative. This alternative would also be the environmentally superior to the proposed project because it would reduce the traffic and air pollution impacts of the project and would meet most of the projects' objectives.