

MAY 26 2020

JOE PAUL GONZALEZ, COUNTY CLERK  
BY  DEPUTY CLERK**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

The people of the County of San Benito do ordain as follows:

**Section 1. Title.**

This initiative measure shall be known as the “Strada Verde Innovation Park Voter Initiative” (the “Initiative”).

**Section 2. Findings and Purpose.**

**A. Findings.** The people of the County of San Benito (“County”) find and declare the following:

1. This Initiative relates to an approximately 2,777-acre area located in an unincorporated area of northwest San Benito County, approximately 7 miles south of Gilroy on U.S. Highway 101 and 9 miles northwest of Hollister on State Route 25 (the “Property” or “Specific Plan Area”). The Property is bounded by the following features: the Pajaro River to the northwest; State Highway 25 and a Union Pacific Railroad spur to the northeast; existing agricultural fields to the southeast; the Lomerias Muertas hill formation to the south; and U.S. Highway 101 and Sargent Hills to the west.
2. The *San Benito County 2035 General Plan* (“General Plan”) states that it is one of the County’s Guiding Principles to “[e]xpand and diversify the local economy by supporting businesses, supporting jobs for the diverse population, and capitalizing on the county’s natural and human resources.” However, the General Plan notes that “attracting high-tech, high-wage jobs to San Benito County is also a challenge.”
3. Specifically, the General Plan makes it a goal to “attract new high-quality businesses and investment that complement the county’s rural character and provide high wage jobs for local residents.” The General Plan requires the County to “focus business expansion and industry attraction efforts on companies and institutions that bring quality jobs to the county that provide benefits and self-sufficiency wages for county residents,” and states that the “County shall strive to keep pace with the new high-tech economy by supporting businesses that incorporate new technologies, and stay at the forefront of market changes.”
4. This Initiative implements and fulfills these goals of the General Plan by approving the Strada Verde Innovation Park Specific Plan (“Specific Plan”), attached hereto and incorporated herein as Exhibit F, facilitating the future development of the Property as a center for state-of-the-art automotive research and development and next-generation logistics and distribution, the Strada Verde Innovation Park (“SVIP”).
5. The SVIP will expand and diversify the regional economy by providing a home for a new technology-based employment center, including: dedicated research and development areas, including for advanced automotive testing facilities and featuring a variety of tracks (e.g., a three-mile straightway, high speed tracks, and shared handling courses), which are in high demand by automakers and emerging technology companies, particularly in the areas of automation and efficiency; an e-commerce center for distribution and logistics businesses; as well as a centrally located business center for hospitality, retail, and civic uses, thereby providing additional opportunities for new County tax revenue.
6. In addition to over 18,000 direct, indirect, and induced construction jobs estimated over several years, the new technological research and design facilities, distribution and logistics center, and supporting businesses are projected to generate more than 5,500 direct, indirect, and induced permanent new jobs in the County, which are much needed to fulfill the General Plan’s goals of promoting the creation of quality local jobs in emerging industries.
7. The SVIP Specific Plan ensures that future development of the Specific Plan Area pays its own way so that the project provides needed benefits, including new, high paying

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jobs, new local revenues, and the 21st century economic engine our County needs and deserves, without burdening San Benito County taxpayers.

8. The Specific Plan Area will be developed to connect directly to US 101 at the Betabel interchange, minimizing traffic impacts to SR 25. Project applicant(s) in the Specific Plan Area shall also be required to pay all applicable San Benito County Traffic Impact Mitigation Fee (TIMF) Program fees pursuant to County requirements, which are estimated to be approximately \$18 million under the current fee requirements, representing a substantial amount of the total TIMF Program, and the project applicant(s) will be required to make other traffic improvements as set forth in the Specific Plan. Improvement of the County's jobs-housing balance may also reduce vehicle trips and time wasted commuting to jobs outside the County.
  9. In addition to these economic benefits, the SVIP Specific Plan will also require the creation and construction of a new Pajaro River Park, which shall consist of an approximately 209-acre open space area along the western boundary of the SVIP Specific Plan Area that will feature: new public use areas consisting of approximately 153 acres, including a 2.4-mile multi-use trail and wildlife observation area adjacent to the river; a wide, contiguous restoration and preservation area where native plants and wildlife can flourish; and a new and improved stormwater conveyance and storage system, increasing the floodwater protection capacity for Soap Lake.
  10. Although the majority of the Specific Plan Area has not supported profitable agriculture in the last forty years, the SVIP Specific Plan also honors San Benito County's rich agricultural heritage by protecting approximately 562 acres exclusively for agriculture uses to ensure that these historical uses remain a part of the Specific Plan Area. Moreover, agricultural uses are permitted throughout the Specific Plan Area, with the exception of the new Pajaro River Park, bringing access to fresh and healthy food to employees and visitors.
  11. This Initiative also includes certain conforming amendments to the County's General Plan and Zoning Ordinance (Title 25 of the San Benito County Code) in order to facilitate the development of the Specific Plan Area. The policies, development standards, and design guidelines in this Initiative, including in the Specific Plan, are intended to ensure that the actions approved by this Initiative will be consistent with the County's General Plan, as amended.
  12. Because the development of the Specific Plan Area will require various discretionary actions by the County and others in the future, as set forth in more detail in the Specific Plan, compliance with the California Environmental Quality Act ("CEQA") will be required with respect to those future actions. The voters acknowledge that said compliance will likely include the identification of certain measures intended to avoid or substantially lessen the significant environmental impacts of the development anticipated by the Specific Plan, which measures may be imposed by the County as a condition of approval to such subsequent discretionary actions provided those measures are feasible within the meaning of CEQA.
  13. The provisions of this Initiative, including the adoption of the Specific Plan, the uses permitted in the Specific Plan Area, and the location of those uses in relation to each other and to existing neighboring agricultural, industrial, and/or commercial uses (including but not limited to facilities that conduct bulk-scale receiving, unloading, handling, blending and/ or loading of industrial and/ or agricultural chemicals regulated as potentially hazardous by state and/or federal environmental protection agencies), are in the public interest and are consistent with the General Plan, as amended by this Initiative.
  14. Implementation of this Initiative, including but not limited to the Specific Plan, is necessary and desirable to protect, and will protect, the public health, safety, welfare, and quality of life for the People of San Benito County, as set forth above.
- B. Purpose.** The purpose of this Initiative is to facilitate the future development of the Specific Plan Area in a manner that provides much-needed employment opportunities, and includes high-quality design, exceptional benefits for County residents (including

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preservation of significant agricultural and open space resources), and substantial revenue generation for the County.

**Section 3. Amendments to the *San Benito County 2035 General Plan*.**

The voters hereby amend the *San Benito County 2035 General Plan* as follows (new language to be inserted into the General Plan is shown as underlined text; language shown in regular, italics, or bold (not underlined) type reflects the existing General Plan text and is provided for informational/reference purposes only):

**A. Amendments to Section 3, Land Use Element.**

Table 3-1 (“Land Use Designations and Standards”) of the Land Use Element (Section 3) of the *San Benito County 2035 General Plan* is amended to add the following Land Use Designation and Development Standard, and corresponding footnote, as follows:

<b>Table 3-1 Land Use Designations and Standards</b>	
<b>Land Use Description</b>	<b>Development Standard(s)</b>
<p><b><u>Strada Verde Innovation Park Specific Plan (SVIP-SP)</u></b>  <u>This designation applies to the Strada Verde Innovation Park Specific Plan area. The plan area encompasses approximately 2,777 acres located in northwest San Benito County, generally southwest of State Route 25 and generally southeast of the Pajaro River. Specific land uses in this area must be consistent with the Strada Verde Innovation Park Specific Plan, which sets forth a comprehensive planning vision and regulatory framework for the Specific Plan area.</u></p>	<p><u>Multiple (see SVIP-SP)<sup>5</sup></u></p>

<sup>5</sup> The Strada Verde Innovation Park Specific Plan uses include a mixture of research and development, including automotive testing, office, and light industrial, distribution and logistics, and a Business Center. It also includes agricultural and park uses.

**B. Amendments to *San Benito County 2035 General Plan* Land Use Element Figures**

1. Amendment to “Figure 3-1: Land Use Diagram (Countywide)”

The existing “Figure 3-1: Land Use Diagram (Countywide),” a copy of the relevant portion of which is attached hereto for informational purposes only at page A-1 of Exhibit A, is amended to re-designate the approximately 2,777-acre Specific Plan Area from Agriculture (A) and Rangeland (R) to Strada Verde Innovation Park Specific Plan (SVIP-SP), as set forth on page A-2 of Exhibit A.

2. Amendment to “Figure 3-2: Land Use Diagram (North County Detail)”

The existing “Figure 3-2: Land Use Diagram (North County Detail),” a copy of the relevant portion of which is attached hereto for informational purposes only at page B-1 of Exhibit B, is amended to re-designate the approximately 2,777-acre Specific Plan Area from Agriculture (A) and Rangeland (R) to Strada Verde Innovation Park Specific Plan (SVIP-SP), as set forth on page B-2 of Exhibit B.

3. Corresponding Changes to Other Land Use Element Figures to Reflect Operative Amendment to Land Use Diagram

“Figure 3-4: Wine/Hospitality Priority Area,” “Figure 3-5: Commercial and Industrial Nodes,” and “Figure 3-6: New Community Study Areas” contained in the Land Use Element of the *San Benito County 2035 General Plan*, show the underlying land uses set forth in “Figure 3-1: Land Use Diagram (Countywide)” and “Figure 3-2: Land Use Diagram (North County Detail)” in the background/context of those figures, but because those figures relate to matters that are outside the scope of this Initiative (i.e., this Initiative does not seek to amend the location of the

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Wine/Hospitality Priority Area, location of Commercial and Industrial Nodes, or location of Community Study Areas), no operative amendments to Figure 3-4, Figure 3-5, or Figure 3-6 are required or otherwise being made by this Initiative.

County staff is therefore directed to update “Figure 3-4: Wine/Hospitality Priority Area,” “Figure 3-5: Commercial and Industrial Nodes,” and “Figure 3-6: New Community Study Areas” simply to reflect the underlying re-designation of the approximately 2,777-acre Specific Plan Area from Agriculture (A) and Rangeland (R) to Strada Verde Innovation Park Specific Plan (SVIP-SP), as reflected on page A-2 of Exhibit A hereto (amendment to “Figure 3-1: Land Use Diagram (Countywide)”) and page B-2 of Exhibit B hereto (amendment to “Figure 3-2: Land Use Diagram (North County Detail).” Note: these are conforming changes only, simply to reflect the operative amendment made in Sections 3(B)(1) and (2), above, to the General Plan Land Use Diagram; no other changes to these figures are to be made.

### **C. Amendments to *San Benito County 2035 General Plan Circulation Element Figures***

1. Amendment to “Figure 6-1: Circulation Diagram (San Benito County Roadway Classifications)”

The existing “Figure 6-1: Circulation Diagram (San Benito County Roadway Classifications),” a copy of the relevant portion of which is attached hereto for informational purposes only at page C-1 of Exhibit C, is amended to remove the future proposed extension of Shore Road, as set forth on page C-2 of Exhibit C.

2. Amendment to “Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications)”

The existing “Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications),” a copy of the relevant portion of which is attached hereto for informational purposes only at page D-1 of Exhibit D, is amended to remove the future proposed extension of Shore Road, as set forth on page D-2 of Exhibit D.

### **D. Corresponding Changes to *San Benito County 2035 General Plan Housing Element Figures***

1. Corresponding Changes to Reflect Operative Amendment to Land Use Diagram

“Figure 7a: San Benito County Land Use Districts” and “Figure 7b: Northern San Benito County Land Uses,” contained in the Housing Element of the *San Benito County 2035 General Plan*, reproduce the land uses set forth in “Figure 3-1: Land Use Diagram (Countywide)” and “Figure 3-2: Land Use Diagram (North County Detail),” respectively.

County staff is therefore directed to update “Figure 7a: San Benito County Land Use Districts” and “Figure 7b: Northern San Benito County Land Uses” to reflect the underlying re-designation of the approximately 2,777-acre Specific Plan Area from Agriculture (A) and Rangeland (R) to Strada Verde Innovation Park Specific Plan (SVIP-SP), as reflected on page A-2 of Exhibit A hereto (amendment to “Figure 3-1: Land Use Diagram (Countywide)”) and on page B-2 of Exhibit B hereto (amendment to “Figure 3-2: Land Use Diagram (North County Detail).” Note: these are conforming changes only, simply to reflect the operative amendment made in Section 3(B), above, to “Figure 3-1: Land Use Diagram (Countywide)” and “Figure 3-2: Land Use Diagram (North County Detail);” no other changes to these figures are to be made.

2. Corresponding Changes to Reflect Operative Amendment to Circulation Diagram

“Figure 8a: San Benito County Circulation Element Hollister and San Juan Bautista Roadway Classifications,” contained in the Housing Element of the *San Benito County 2035 General Plan*, reproduces the roadway classifications set forth in “Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications).”

County staff is therefore directed to update “Figure 8a: San Benito County Circulation Element Hollister and San Juan Bautista Roadway Classifications” to reflect the removal of the future

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proposed extension of Shore Road, as reflected on page D-2 of Exhibit D hereto (amendment to “Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications).” Note: this is a conforming change only, simply to reflect the operative amendment made in Section 3(C), above, to “Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications)”); no other change to this figure is to be made.

### Section 4. Amendments to the San Benito County Code.

The voters hereby amend Title 25 (“Zoning”) of the San Benito County Code to add a new Chapter titled “Strada Verde Innovation Park Specific Plan” as follows (Chapter number to be assigned by County staff; new language to be inserted into the Code is shown as underlined text):

#### Chapter 25. STRADA VERDE INNOVATION PARK SPECIFIC PLAN

##### ARTICLE I. GENERAL PROVISIONS

###### § 25. .001 INTENT.

The intent of the Strada Verde Innovation Park Specific Plan is to allow for the build-out of a world-class employment facility, along with agriculture and park uses, that will establish a regional economic growth center in accordance with the Strada Verde Innovation Park Specific Plan.

###### § 25. .002 APPLICATION OF CHAPTER.

The regulations, as set out in this chapter, shall apply to all property located within the Strada Verde Innovation Park Specific Plan Area.

##### ARTICLE II. STRADA VERDE INNOVATION PARK SPECIFIC PLAN

###### § 25. .020 PERMITTED USES.

The following are permitted uses in the SVIP-SP district:

- (A) Any use permitted in the Strada Verde Innovation Park Specific Plan.

###### § 25. .021 CONDITIONAL USES.

The following are conditional uses in the SVIP-SP district:

- (A) Any use identified as a conditional use in the Strada Verde Innovation Park Specific Plan.

###### § 25. .022 SITE DEVELOPMENT STANDARDS.

The site development standards identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

###### § 25. .023 HEIGHT AND COVERAGE LIMITATIONS.

The height and coverage limitations identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

###### § 25. .024 BUILDING SETBACKS.

The building setback standards identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

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**ARTICLE III. DESIGN GUIDELINES**

**§ 25. .030 DESIGN GUIDELINES.**

The design guidelines identified in the Strada Verde Innovation Park Specific Plan shall govern the overall building and site design of property, the development of land uses, mobility and parking, and signage within the SVIP-SP district.

**ARTICLE IV. CIRCULATION**

**§ 25. .040 CIRCULATION**

The circulation standards identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

**ARTICLE V. INFRASTRUCTURE AND PUBLIC SERVICES**

**§ 25. .050 INFRASTRUCTURE AND PUBLIC SERVICES.**

The infrastructure and public service standards identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

**ARTICLE VI. PARKS AND LANDSCAPING**

**§ 25. .060 PARKS AND LANDSCAPING**

The parks and landscaping standards identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

**ARTICLE VII. RESOURCE MANAGEMENT.**

**§ 25. .070 RESOURCE MANAGEMENT**

The resource management provisions in the Strada Verde Innovation Park Specific Plan, including those acknowledging the requirement to comply with applicable federal, state, and County laws, shall govern the development of property located within the SVIP-SP district.

**ARTICLE VIII. ADMINISTRATION**

**§ 25. .080 ADMINISTRATION**

The implementation procedures identified in the Strada Verde Innovation Park Specific Plan shall govern the development of property located within the SVIP-SP district.

**Section 5. Amendment to the San Benito County Zoning Map.**

The San Benito County Zoning Map, a depiction of the relevant portion of which is attached hereto for informational purposes only at page E-1 of Exhibit E, is amended to re-designate the Property as Strada Verde Innovation Park Specific Plan (SVIP-SP), as set forth on page E-2 of Exhibit E.

**Section 6. Adoption of the Strada Verde Innovation Park Specific Plan.**

The Strada Verde Innovation Park Specific Plan (the "Specific Plan"), attached as Exhibit F to this Initiative, is hereby adopted.

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### Section 7. Implementation of this Initiative.

**A.** This Initiative is considered adopted and effective upon the earliest date legally possible after the elections official certifies the vote on the Initiative by the voters of San Benito County. Upon the effective date of this Initiative, the County is directed to promptly take all appropriate actions needed to implement this Initiative, including but not limited to taking any administrative steps necessary to update any and all County maps, figures, and any other documents maintained by the County so they conform to the legislative policies set forth in this Initiative.

**B.** Upon the effective date of this Initiative, the General Plan provisions of Section 3 of this Initiative are hereby inserted into the General Plan; except that if the four amendments of any mandatory element of the General Plan permitted by state law for any calendar year have already been utilized in the year in which this Initiative becomes effective, the General Plan amendments set forth in this Initiative shall be the first amendments inserted into the General Plan on January 1 of the next year. The County may reorganize, renumber, and/or reformat the General Plan provisions of Section 3 of this Initiative, provided that the full text is inserted into the General Plan without alteration.

**C.** The General Plan in effect on the date of filing of the Notice of Intent to Circulate this Initiative (“Filing Date”), and the General Plan as amended by this Initiative, comprise an integrated, internally consistent and compatible statement of policies for the County. To ensure that the County’s General Plan remains an integrated, internally consistent, and compatible statement of policies for the County, any provision of the General Plan that is adopted between the Filing Date and the effective date of the General Plan amendments adopted by this Initiative shall, to the extent that such interim-enacted provision is inconsistent with or would diminish, render invalid, defeat, or impair the General Plan amendments adopted by this Initiative, be amended as soon as possible and in the manner and time required by state law to ensure consistency between the provisions adopted by this Initiative and other elements of the General Plan.

**D.** Upon the effective date of this Initiative, the County Code provisions of Section 4 of this Initiative are hereby inserted into the San Benito County Code. The County may reorganize, renumber, and/or reformat the provisions of Section 4 of this Initiative, provided that the full text is inserted into the County Code without alteration.

### Section 8. Effect of Other Measures on the Same Ballot.

In approving this Initiative, it is the voters’ intent to create a comprehensive regulatory plan to govern the future use and development of the property within the Specific Plan Area. To ensure that this intent is not frustrated, this Initiative is presented to the voters as an alternative to, and with the express intent that it will compete with or take precedence over, any and all voter initiatives or County-sponsored measures placed on the same ballot as this Initiative and which, if approved, would regulate the use or development of the Specific Plan Area in any manner whatsoever that would frustrate the purpose and intent of this Initiative (each, a “Conflicting Initiative”). In the event that this Initiative and one or more Conflicting Initiatives are adopted by the voters at the same election, then it is the voters’ intent that only the measure which receives the greatest number of affirmative votes shall control in its entirety with respect to the future use and development of the property within the Specific Plan Area and said other measure or measures shall be rendered void and without any legal effect with respect to the Specific Plan Area. If this Initiative is prevented from going into effect by a Conflicting Initiative approved by the voters at the same election, and such Conflicting Initiative is later held invalid, this Initiative shall be self-executing and given full force of law. Notwithstanding the foregoing provisions of this Section, in the event that both this Initiative and another measure(s) are adopted by the voters at the same election, but the two measures can be harmonized in a manner that permits this Initiative to be implemented upon its adoption without imposing any additional or inconsistent requirement(s) in the Specific Plan Area (e.g., the other measure simply requires voter approval for certain future land use changes and/or impacts only property outside of the Specific Plan Area), then it is the voters’ intent that both the other measure and this Initiative shall be given full force and effect regardless of which measure receives the greatest number of affirmative votes.

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### Section 9. Interpretation and Severability.

**A.** This Initiative must be interpreted so as to be consistent with all federal and state laws, rules, and regulations. If any section, sub-section, sentence, clause, phrase, part, or portion of this Initiative is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Initiative. The voters declare that this Initiative, and each section, sub-section, sentence, clause, phrase, part, or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Initiative is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Initiative that can be given effect without the invalid application.

**B.** If any portion of this Initiative is held by a court of competent jurisdiction to be invalid, we the People of San Benito County indicate our strong desire that: (i) the County Board of Supervisors use its best efforts to sustain and re-enact that portion, and (ii) the County Board of Supervisors implement this Initiative by taking all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of this Initiative, including adopting or reenacting any such portion in a manner consistent with this Initiative.

**C.** This Initiative must be broadly construed in order to achieve the purposes stated above. It is the intent of the voters that the provisions of this Initiative be interpreted or implemented by the County and others in a manner that facilitates the purpose set forth in this Initiative.

### Section 9. Amendment or Repeal.

Prior to 20 years after the effective date of the Initiative, the provisions of this Initiative and the amendments that it adopts can be amended or repealed only by a majority of the voters of San Benito County voting in an election held in accordance with state law. On or after 20 years after the effective date of the Initiative, a vote of the people shall not necessarily be required to amend or repeal any portion of the Initiative, and this Initiative and the amendments that it adopts may be amended or repealed by any procedure otherwise authorized by law. These dates shall be tolled for a period equal to the period during which any litigation or a similar action challenging the Initiative has been filed and remains active. The text of existing provisions of the *San Benito County 2035 General Plan* and the San Benito County Code that are quoted in this Initiative but not modified herein are not subject to this Section.

### Section 10. Exhibit List.

The following exhibits are attached to this Initiative and incorporated herein:

- Exhibit A: Amendment to Figure 3-1: Land Use Diagram (Countywide)
- Exhibit B: Amendment to Figure 3-2: Land Use Diagram (North County Detail)
- Exhibit C: Amendment to Figure 6-1: Circulation Diagram (San Benito County Roadway Classifications)
- Exhibit D: Amendment to Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications)
- Exhibit E: Amendment to San Benito County Zoning Map
- Exhibit F: Adoption of Strada Verde Innovation Park Specific Plan
- Exhibit G: San Benito County Code of Ordinances, Chapter 25.07: Agricultural Districts and Related Provision (Provided for Informational Purposes Only)



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

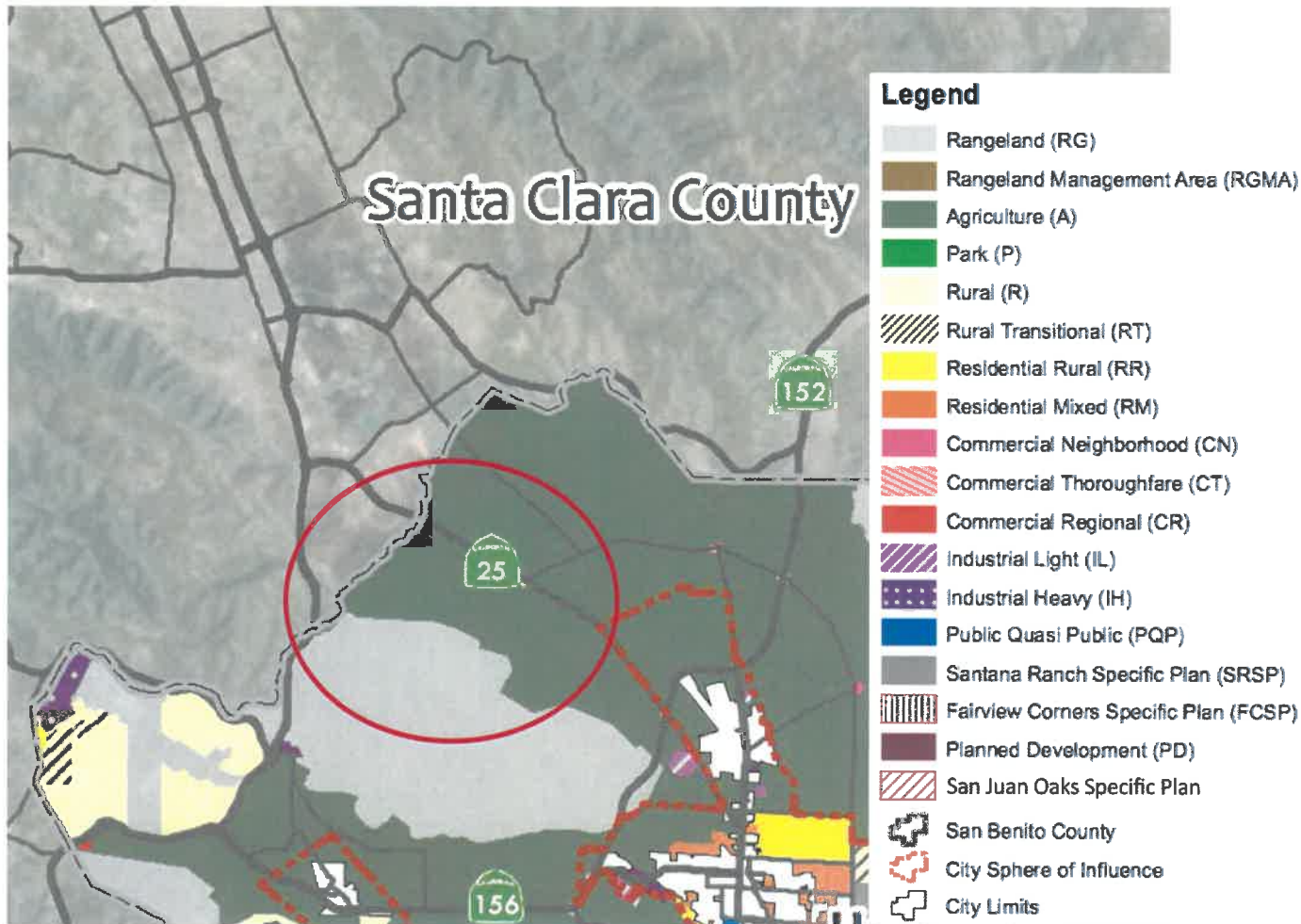
**EXHIBIT A  
TO THE INITIATIVE**

**AMENDMENT TO FIGURE 3-1: LAND USE DIAGRAM (COUNTYWIDE)**

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FIGURE 3-1: LAND USE DIAGRAM (COUNTYWIDE)

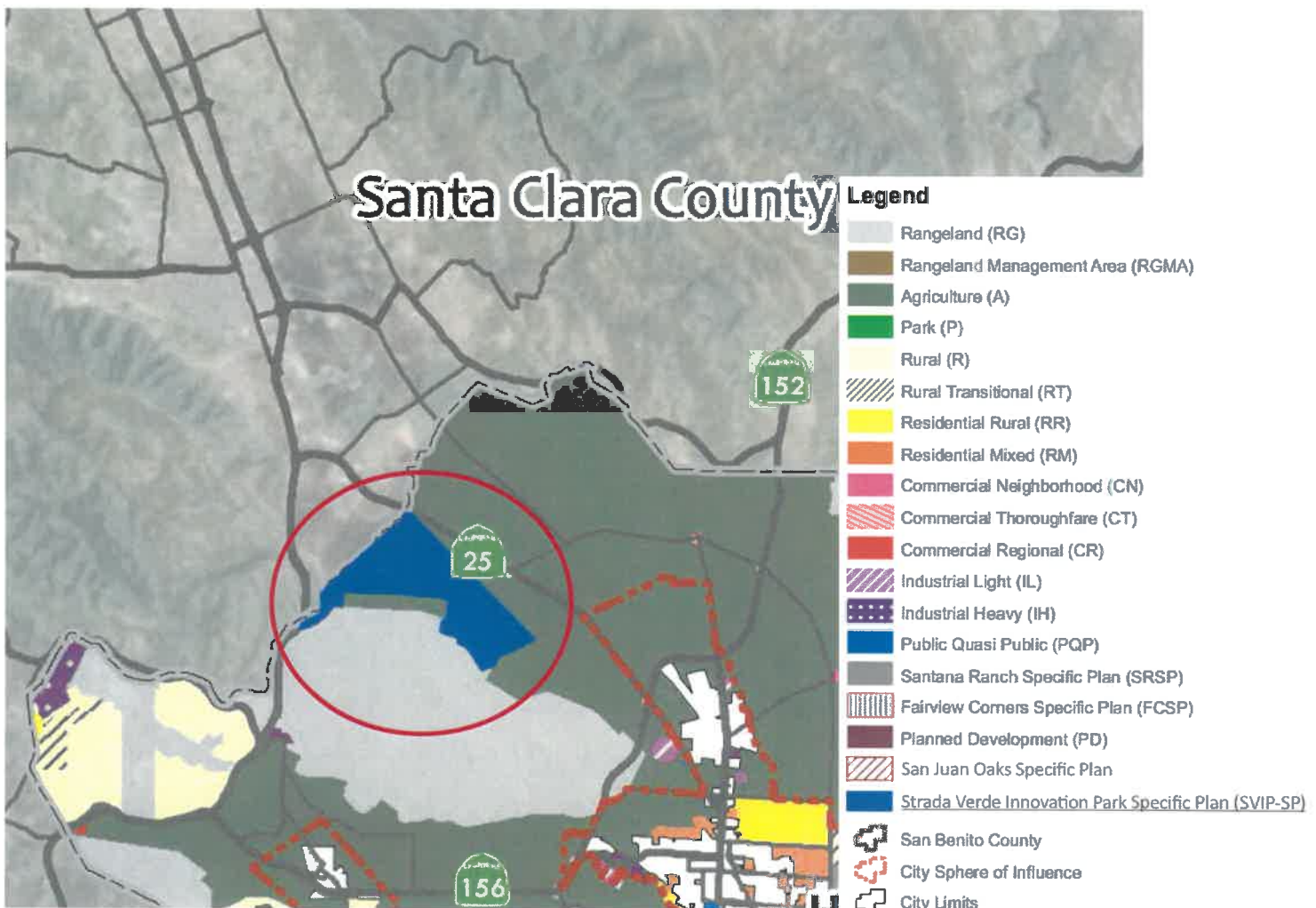
The relevant portion of "Figure 3-1: Land Use Diagram (Countywide)" of the *San Benito County 2035 General Plan* as it exists as of the filing date of this Initiative, is shown below for informational purposes only (the relevant portion of the diagram is located within the bold red circle on the diagram for ease of reference):



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**AMENDMENT TO FIGURE 3-1: LAND USE DIAGRAM (COUNTYWIDE)**

"Figure 3-1: Land Use Diagram (Countywide)" of the *San Benito County 2035 General Plan* is amended by this Initiative to re-designate the approximately 2,777-acre Specific Plan Area from Agriculture (A) and Rangeland (R) to Strada Verde Innovation Park Specific Plan (SVIP-SP). The relevant portion of the diagram, as amended by this Initiative, is located within the bold red circle on the diagram for ease of reference, and text to be added is underlined:



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

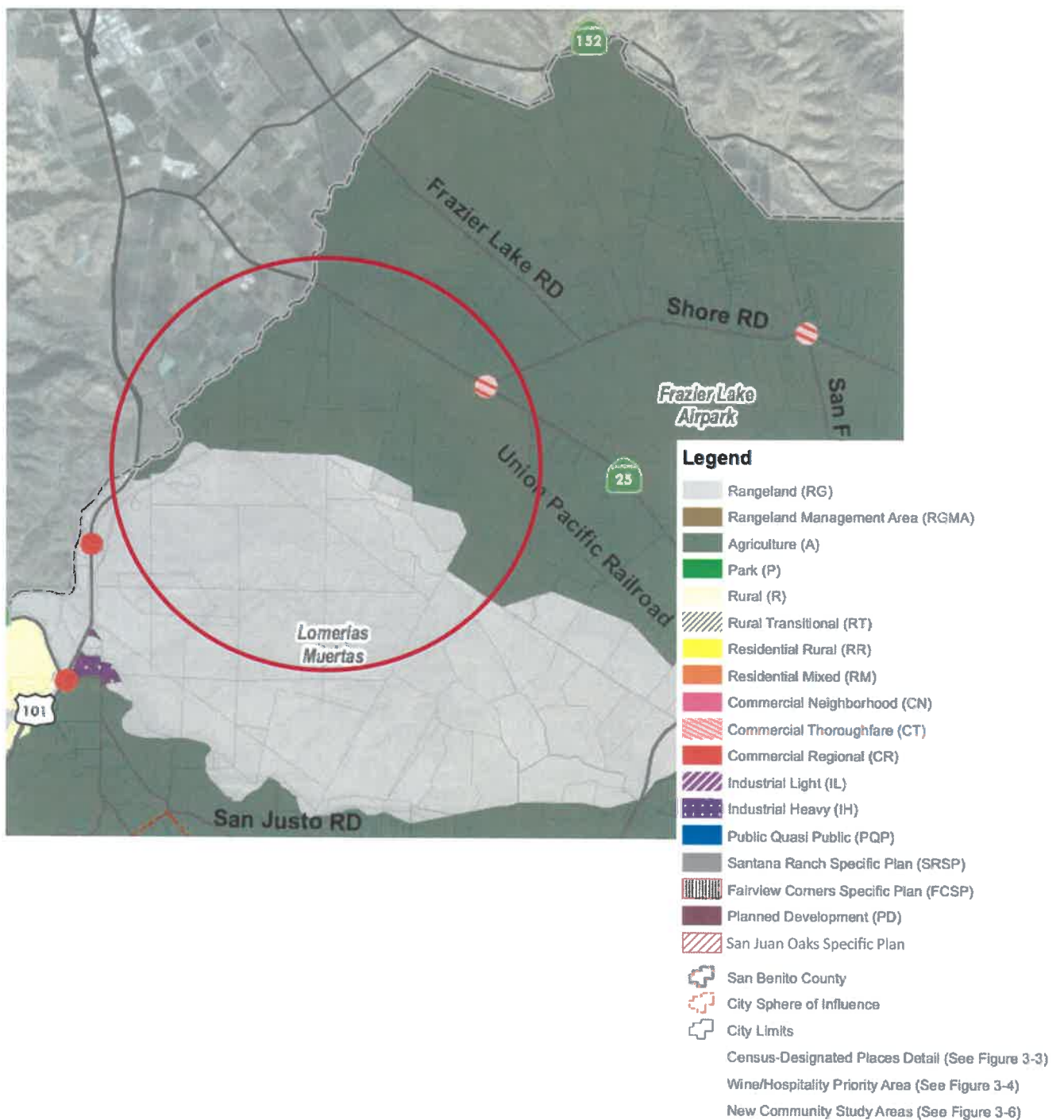
**EXHIBIT B  
TO THE INITIATIVE**

**AMENDMENT TO FIGURE 3-2: LAND USE DIAGRAM (NORTH COUNTY DETAIL)**

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**FIGURE 3-2: LAND USE DIAGRAM (NORTH COUNTY DETAIL)**

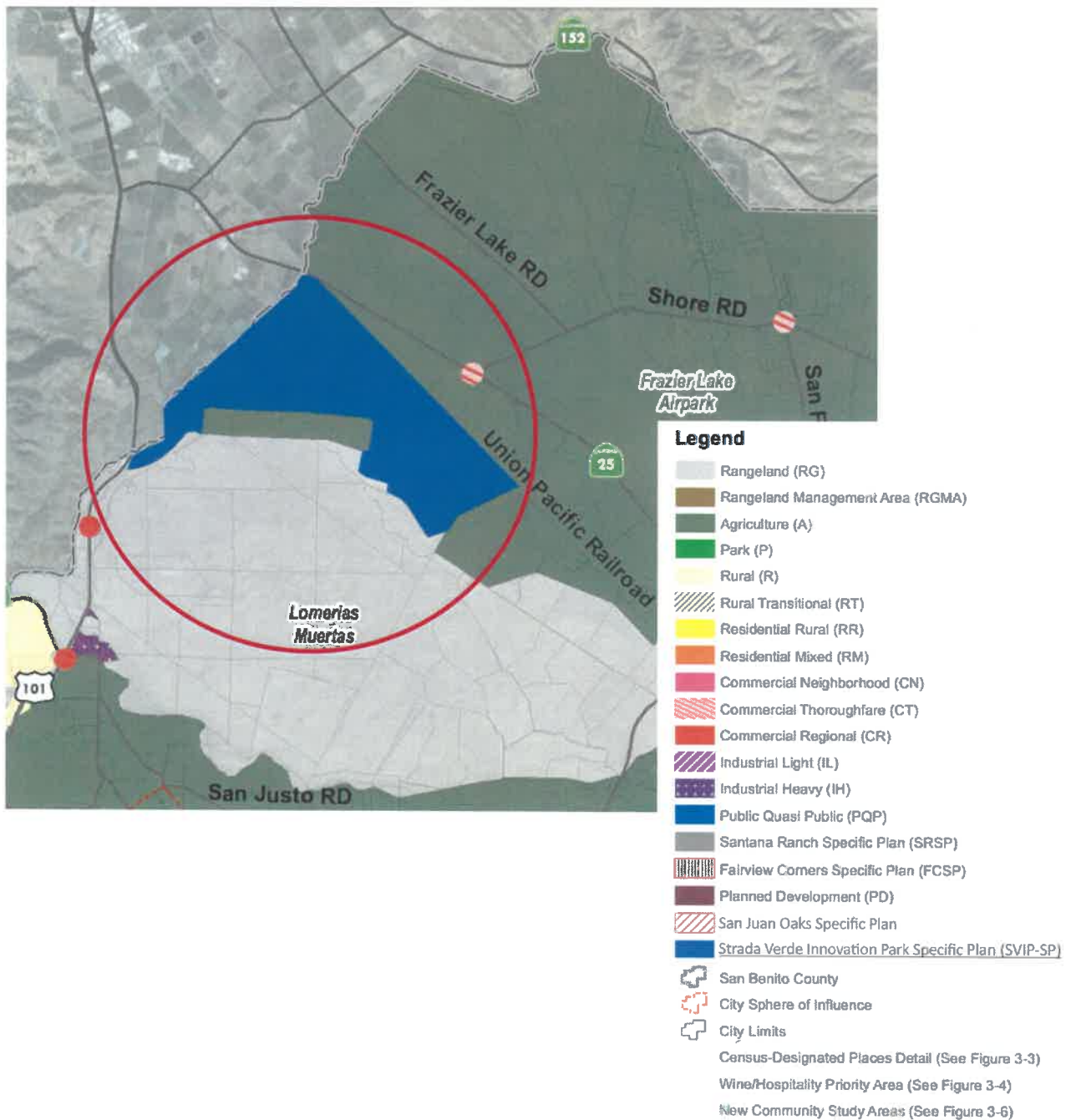
The relevant portion of "Figure 3-2: Land Use Diagram (North County Detail)" of the *San Benito County 2035 General Plan* as it exists as of the filing date of this Initiative, is shown below for informational purposes only (the relevant portion of the diagram is located within the bold red circle on the diagram for ease of reference):



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AMENDMENT TO FIGURE 3-2: LAND USE DIAGRAM (NORTH COUNTY DETAIL)

"Figure 3-2: Land Use Diagram (North County Detail)" of the *San Benito County 2035 General Plan* is amended by this Initiative to re-designate the approximately 2,777-acre Specific Plan Area from Agriculture (A) and Rangeland (R) to Strada Verde Innovation Park Specific Plan (SVIP-SP). The relevant portion of the diagram, as amended by this Initiative, is located within the bold red circle on the diagram for ease of reference, and text to be added is underlined>:



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

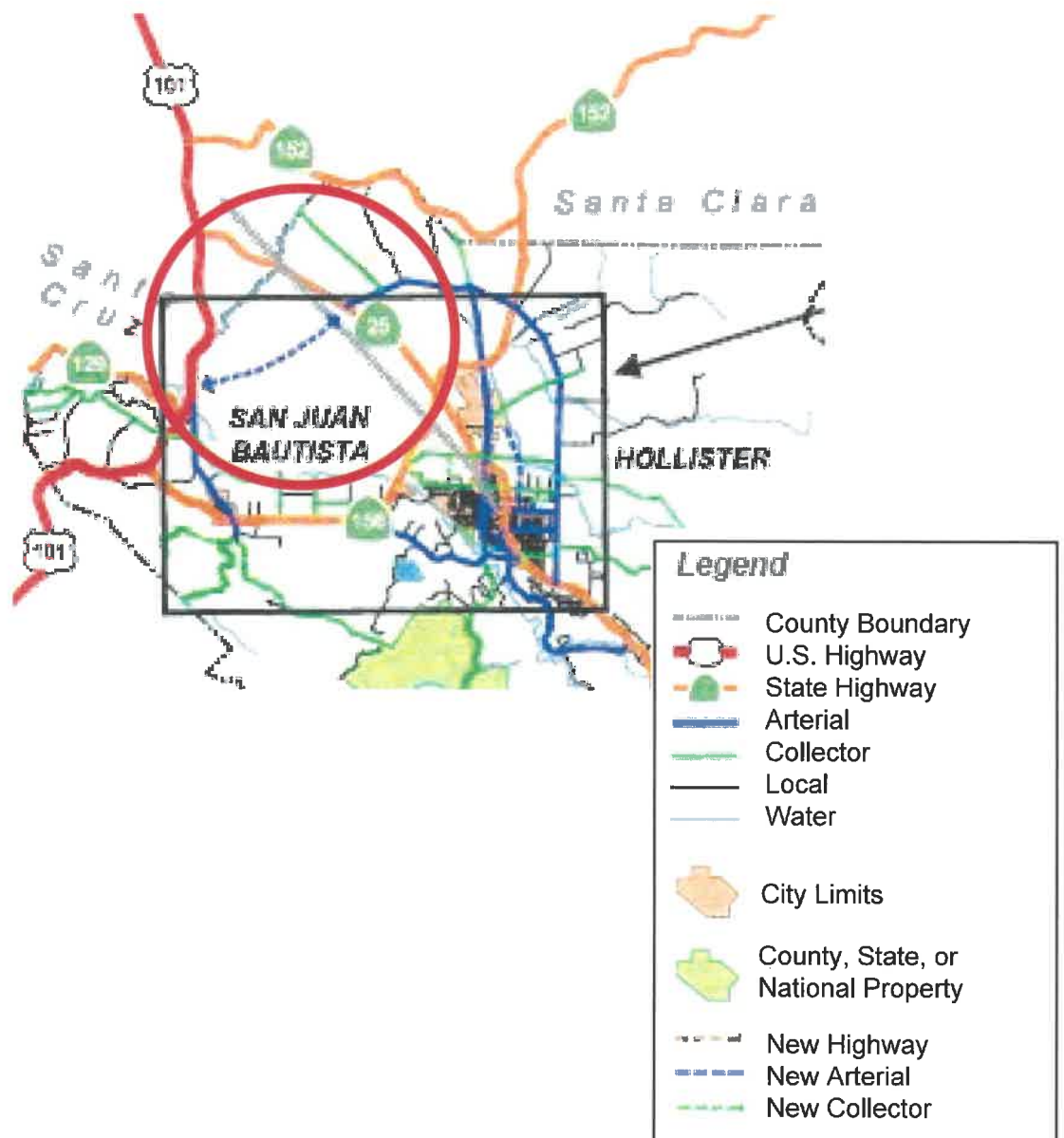
**EXHIBIT C  
TO THE INITIATIVE**

**AMENDMENT TO FIGURE 6-1: CIRCULATION DIAGRAM (SAN BENITO COUNTY ROADWAY  
CLASSIFICATIONS)**

**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

**FIGURE 6-1: CIRCULATION DIAGRAM (SAN BENITO COUNTY ROADWAY CLASSIFICATIONS)**

The relevant portion of "Figure 6-1: Circulation Diagram (San Benito County Roadway Classifications)" of the *San Benito County 2035 General Plan* as it exists as of the filing date of this Initiative, is shown below for informational purposes only (the relevant portion of the diagram is located within the bold red circle on the diagram for ease of reference):

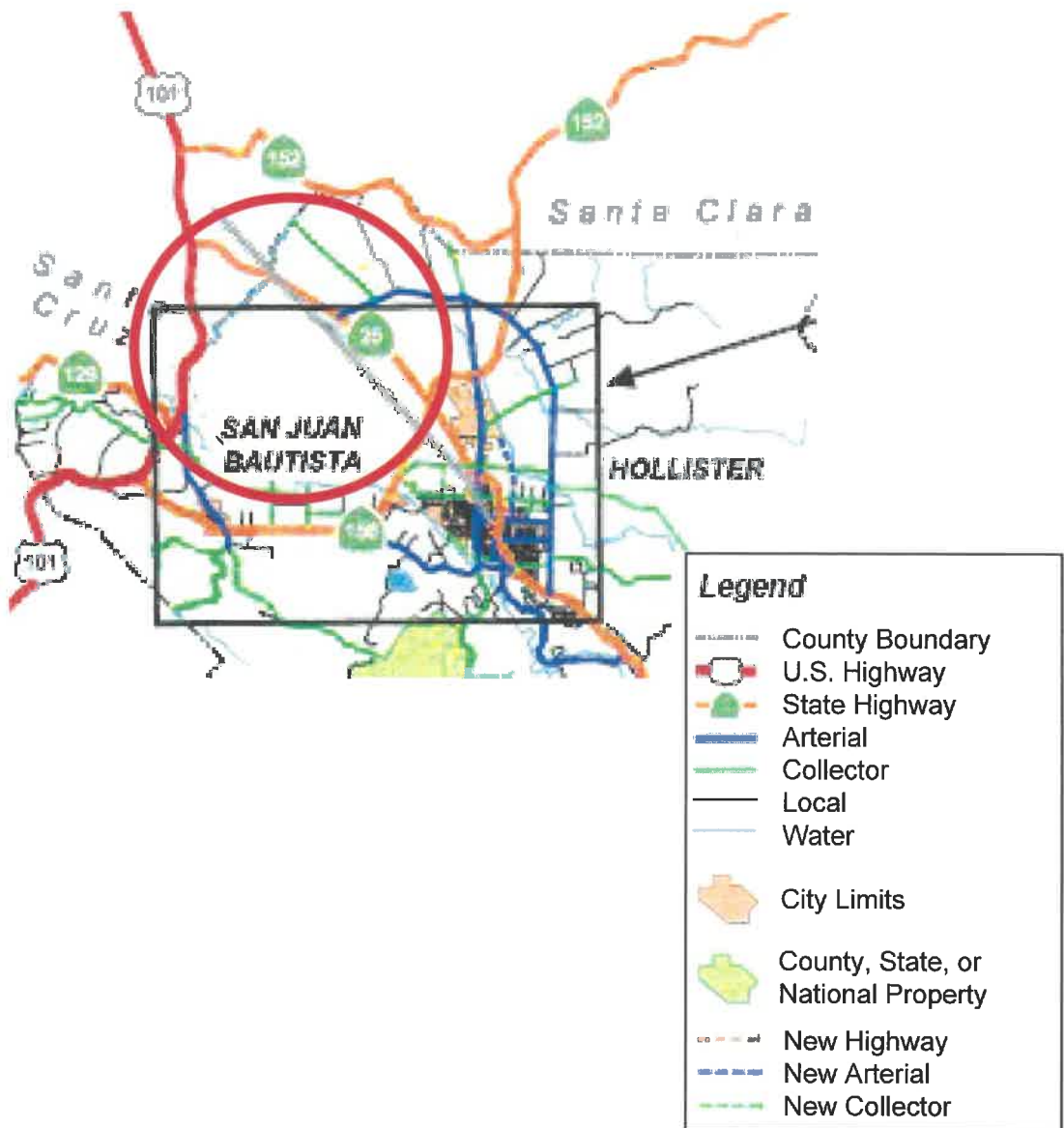




INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

AMENDMENT TO FIGURE 6-1: CIRCULATION DIAGRAM (SAN BENITO COUNTY ROADWAY CLASSIFICATIONS)

"Figure 6-1: Circulation Diagram (San Benito County Roadway Classifications)" of the *San Benito County 2035 General Plan* is amended by this Initiative to remove the future proposed extension of Shore Road. The relevant portion of the diagram, as amended by this Initiative, is shown below (the area containing the amendment is located within the bold red circle for ease of reference):



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

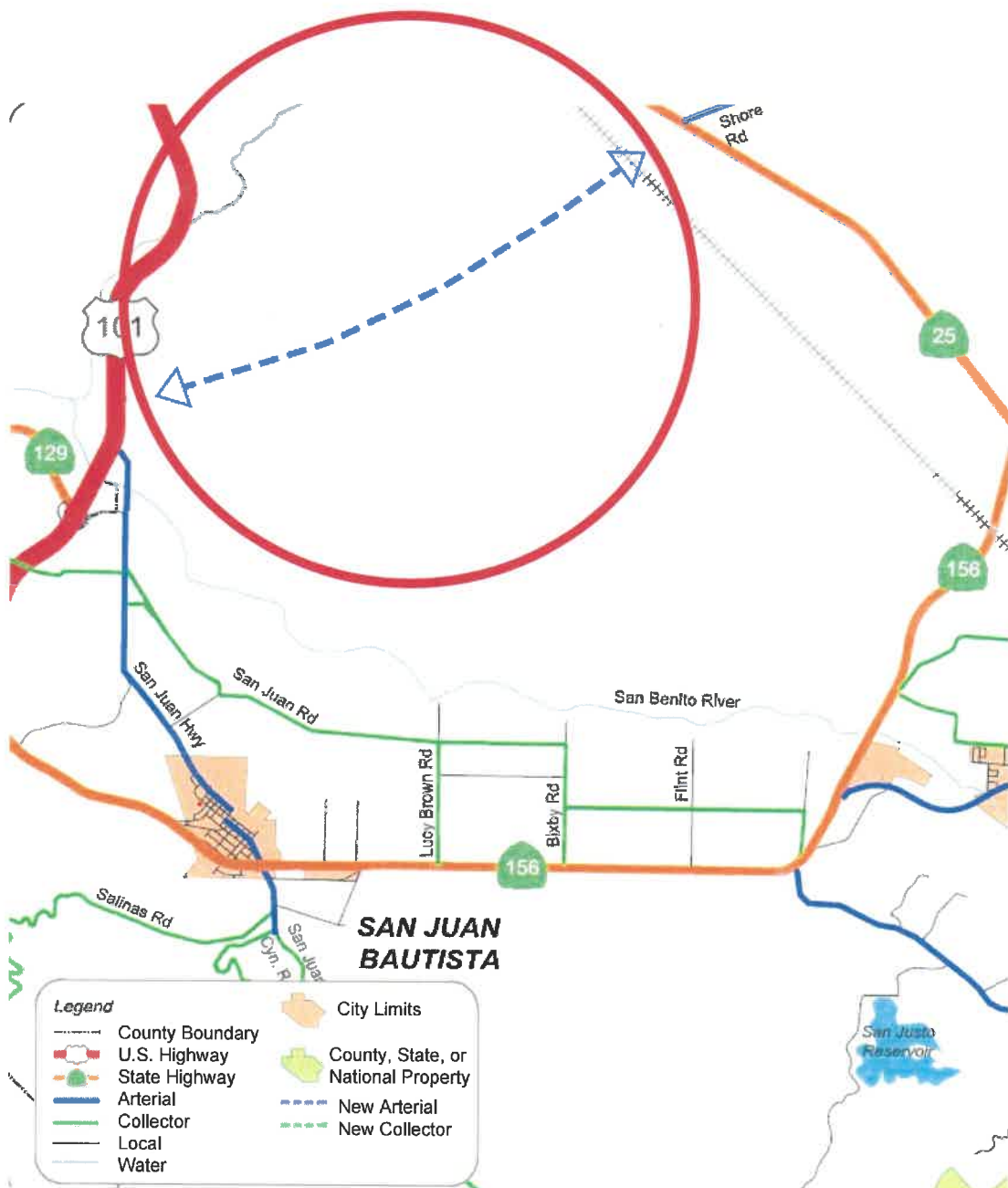
**EXHIBIT D  
TO THE INITIATIVE**

**AMENDMENT TO FIGURE 6-2: CIRCULATION DIAGRAM (HOLLISTER AND SAN JUAN  
BAUTISTA ROADWAY CLASSIFICATIONS)**

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

**FIGURE 6-2: CIRCULATION DIAGRAM (HOLLISTER AND SAN JUAN BAUTISTA ROADWAY CLASSIFICATIONS)**

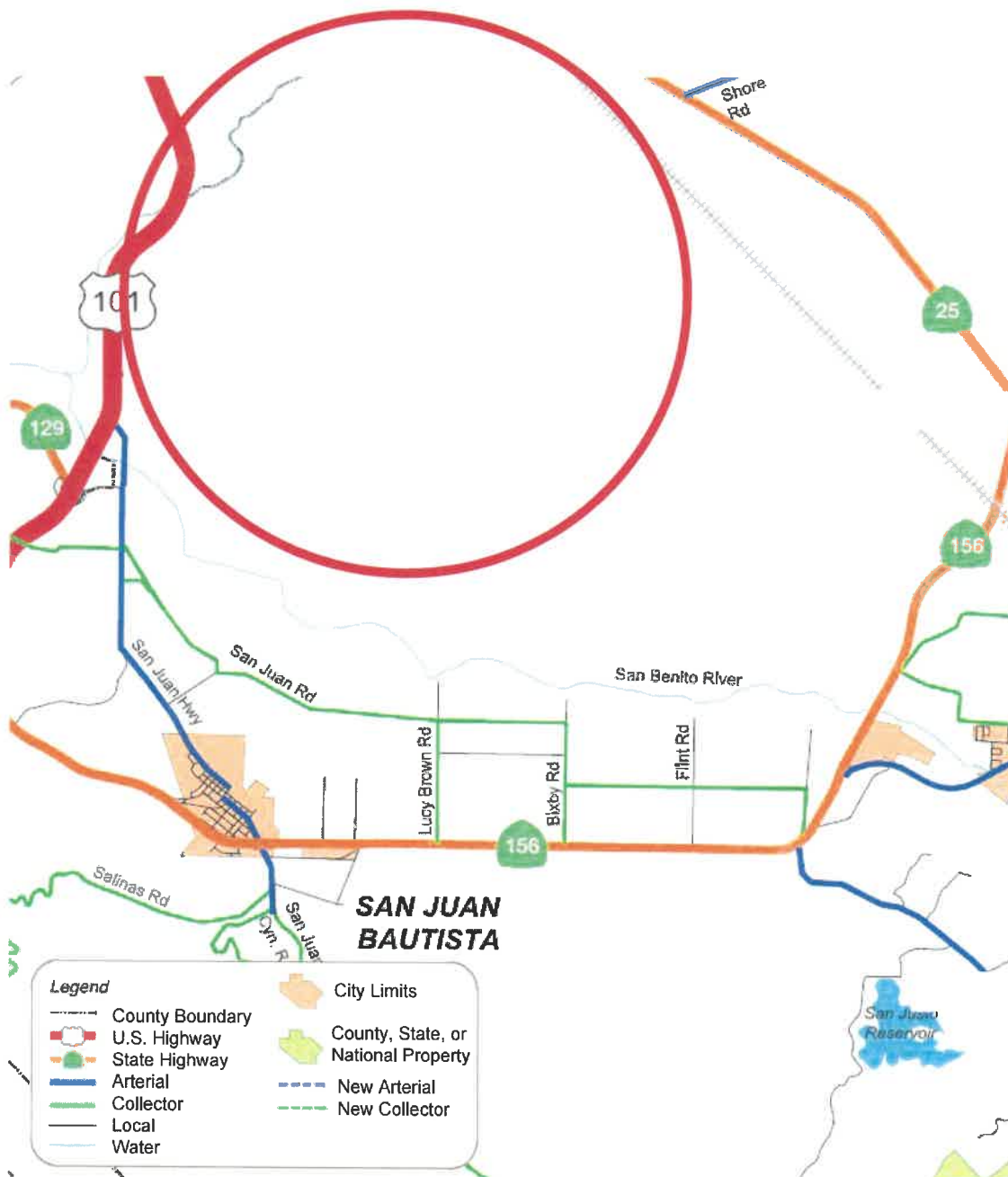
The relevant portion of "Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications)" of the *San Benito County 2035 General Plan* as it exists as of the filing date of this Initiative, is shown below for informational purposes only (the relevant portion of the diagram is located within the bold red circle on the diagram for ease of reference):



INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

AMENDMENT TO FIGURE 6-2: CIRCULATION DIAGRAM (HOLLISTER AND SAN JUAN BAUTISTA ROADWAY CLASSIFICATIONS)

"Figure 6-2: Circulation Diagram (Hollister and San Juan Bautista Roadway Classifications)" of the *San Benito County 2035 General Plan* is amended by this Initiative to remove the future proposed extension of Shore Road. The relevant portion of the diagram, as amended by this Initiative, is shown below (the area containing the amendment is located within the bold red circle for ease of reference):



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

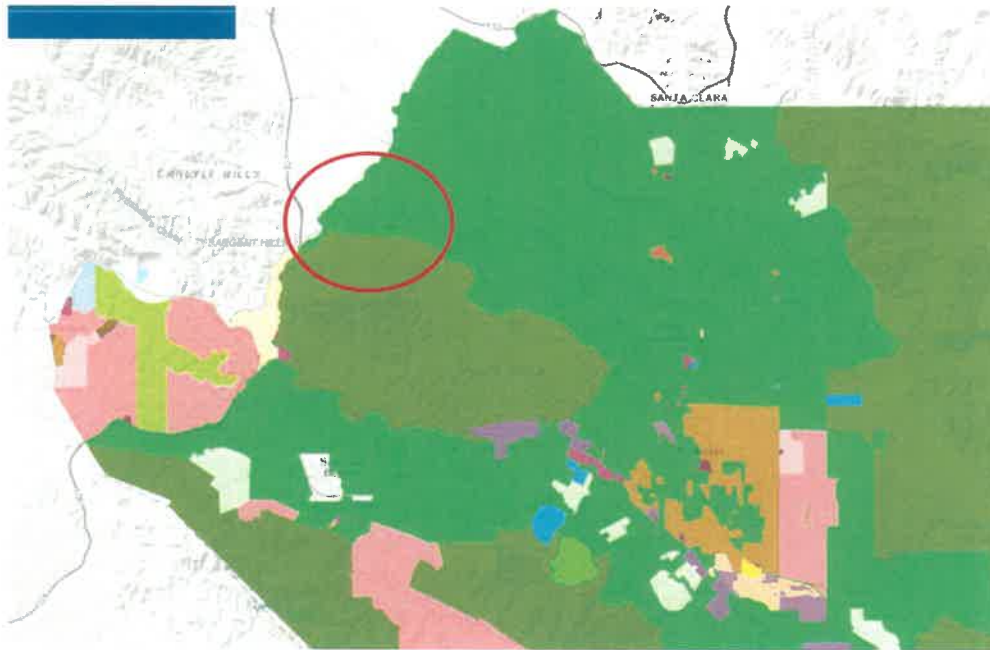
**EXHIBIT E  
TO THE INITIATIVE**

**AMENDMENT TO THE SAN BENITO COUNTY ZONING MAP**

**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

**SAN BENITO COUNTY ZONING MAP**

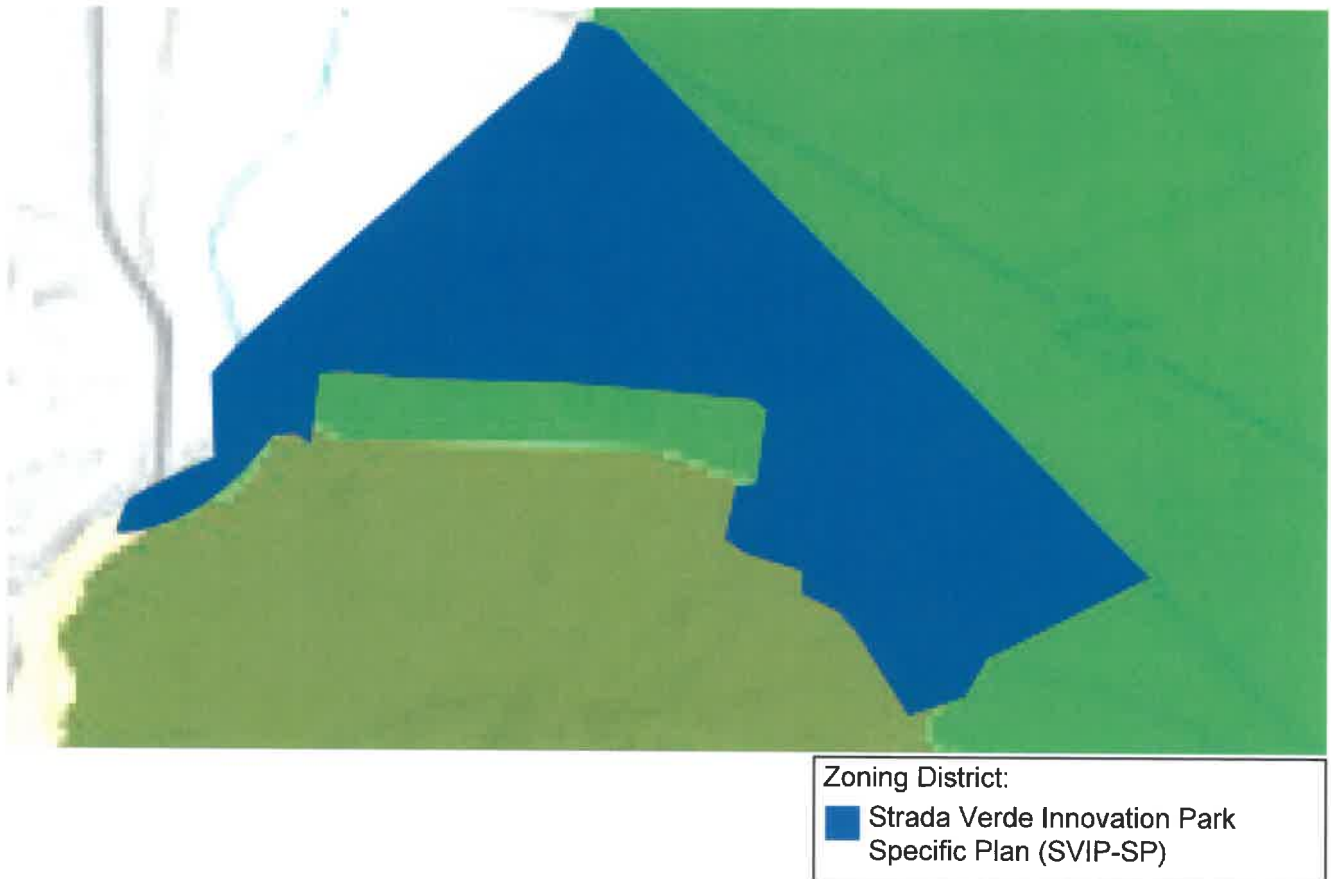
The relevant portion of the San Benito County Zoning Map as it exists as of the filing date of this Initiative, is shown below for informational purposes only (the relevant portion of the diagram is located within the bold red circle on the diagram for ease of reference):



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

**AMENDMENT TO SAN BENITO COUNTY ZONING MAP**

The San Benito County Zoning Map is amended by this Initiative to re-designate the approximately 2,777-acre Specific Plan Area from Agriculture Productive (AP) and Agriculture Rangeland (AR) to Strada Verde Innovation Park Specific Plan (SVIP-SP). The relevant portion of the map, as amended by this Initiative, is depicted below:



**INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS**

**EXHIBIT F  
TO THE INITIATIVE**

**ADOPTION OF THE STRADA VERDE INNOVATION PARK SPECIFIC PLAN**



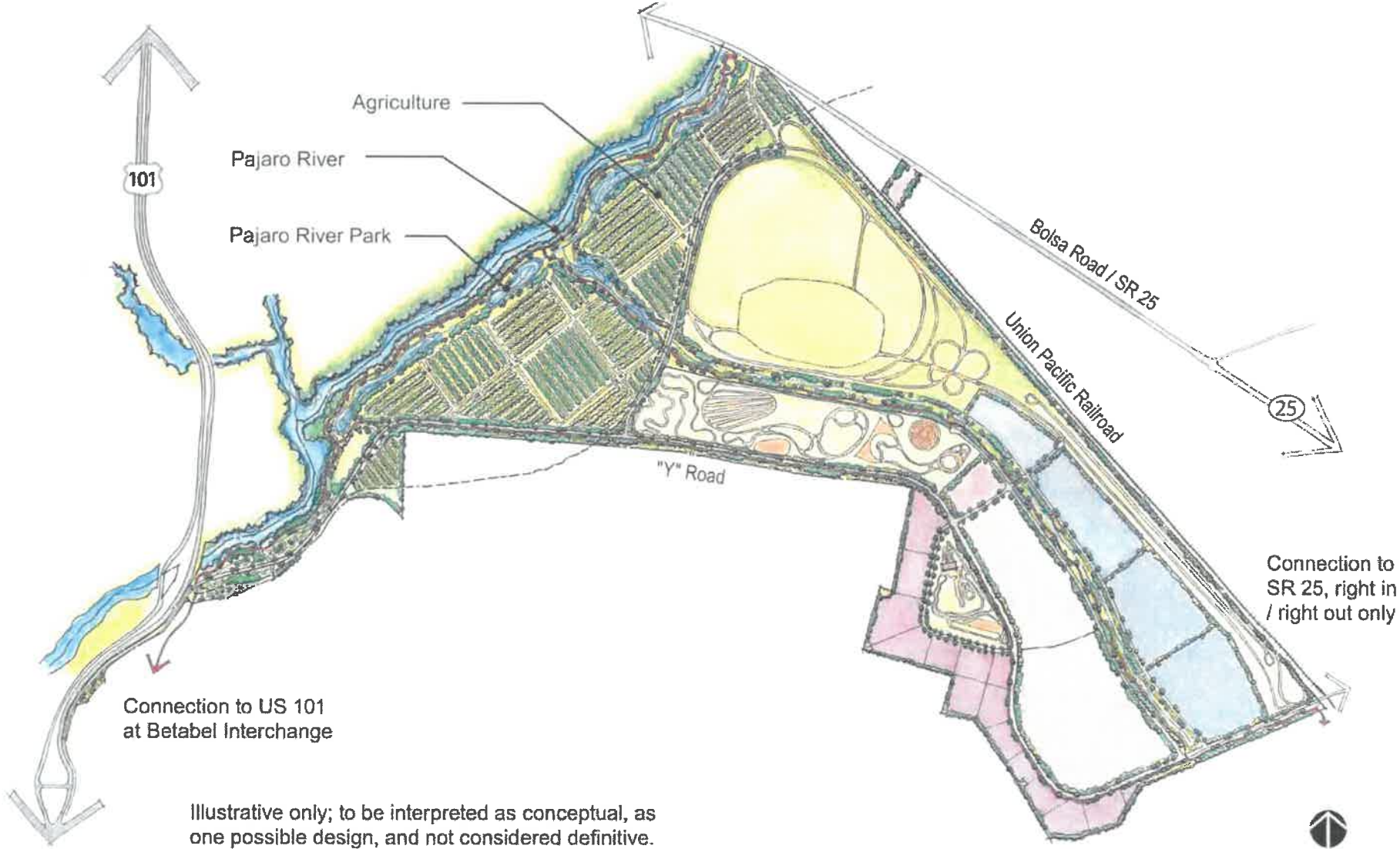


# STRADA VERDE INNOVATION PARK

COUNTY OF SAN BENITO, CALIFORNIA

SPECIFIC PLAN

Illustrative Site Plan for Strada Verde Innovation Park



Illustrative only; to be interpreted as conceptual, as one possible design, and not considered definitive.

### EXECUTIVE SUMMARY

The Strada Verde Innovation Park (SVIP), which consists of approximately 2,777 acres adjacent to the Pajaro River within unincorporated San Benito County, will serve as an innovative and self-sustaining new employment center for the County. Specifically, as a state-of-the art technology-based employment center, including an automotive research and development center combined with on-site agriculture and park uses, SVIP shall include and provide the following key elements and benefits to the County and its residents:

- Expansion and diversification of the regional economy by providing a home for a new technology-based employment center.
  - Dedicated research and development areas, including advanced automotive testing uses that will ultimately consist of up to approximately 750,000 square feet of office and light industrial buildings.
  - An e-commerce center for distribution and logistics businesses, including up to approximately 5,800,000 square feet.
  - Public and/or private advanced automotive testing facilities featuring a variety of tracks, including a three-mile straightway, high speed tracks, and shared handling courses, which are in high demand by automakers and emerging technology companies, particularly in the areas of automation and efficiency.

- A centrally located Business Center that will consist of approximately twenty-one (21) acres and up to approximately 115,000 square feet of public, hospitality, retail, and civic uses, providing additional opportunities for new County tax revenue.
- In addition to an estimated 18,000+ direct, indirect, and induced construction jobs over several years, the new technological research and design facilities, distribution and logistics center, and supporting businesses are projected to generate approximately 4,000 direct and 1,500 indirect and induced new permanent jobs in the County.
- Entry to the SVIP will connect directly from US 101 from the Betabel interchange, and the SVIP Mobility Plan, which mandates the delivery of certain, specific traffic improvements and fees from future project applicants, will balance the needs of pedestrians, motorists, and transit users in order to minimize traffic to and within the SVIP Specific Plan Area.
- A new Pajaro River Park, which shall consist of an approximately 209-acre open space area along the western boundary of the SVIP Specific Plan Area that will feature:
  - Approximately 153 acres of new public use areas, including a 2.4-mile multi-use trail and wildlife observation areas adjacent to the river.

- A wide, contiguous restoration and preservation area where native plants and wildlife can flourish.
- New and improved stormwater conveyance and storage, increasing the floodwater protection capacity for Soap Lake.
- Honors San Benito County's farming heritage with the identification of approximately 562 acres exclusively for agriculture uses pursuant to the San Benito County Code, as may be amended from time to time; and permits agriculture throughout the SVIP Specific Plan Area, with the exception of the new Pajaro River Park, bringing access to fresh and healthy food to employees and visitors.
- Ensures that future development of the SVIP Specific Plan Area pays its own way so that the project provides these needed benefits without burdening San Benito County taxpayers, thereby providing our County with higher paying jobs, new local revenues, and the 21st century economic engine it needs and deserves.



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Chapter 1

# OVERVIEW & VISION

**1.1. Voter Initiative**

Adoption of this Specific Plan is a part of the citizen’s Strada Verde Innovation Center Voter Initiative (“Initiative”). The Initiative amends the San Benito County General Plan to redesignate the Specific Plan Area from Agriculture (A) and Rangeland (RG) to Strada Verde Innovation Park Specific Plan (SVIP-SP) and makes other conforming amendments, and includes certain other legislative actions. Specifically, the Initiative includes the following amendments to County planning documents:

- Re-designates the Specific Plan Area as SVIP-SP and makes other conforming amendments to the General Plan;
- Adopts the Strada Verde Innovation Park Specific Plan; and
- Amends the San Benito County Code of Ordinances (Title 25) to:
  - Add the new Strada Verde Innovation Park-Specific Plan (SVIP-SP) zoning designation; and
  - Amend the County's Zoning Map to show the Specific Plan Area as zoned SVIP-SP.

The examples included in this Specific Plan, including figures, illustrations, renderings, and photos, are illustrative only, including with respect to the number of buildings, building location and orientation, alignment and design of streets, and configuration of public facilities. Unless otherwise specified, all graphic illustrations and photos will be interpreted as conceptual, as one possible design, and will not be considered definitive.

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS



**1.2. Purpose of the Specific Plan**

The Strada Verde Innovation Park (“SVIP”) Specific Plan encapsulates a comprehensive overview of the long-term development of approximately 2,777 acres within an unincorporated area of San Benito County, California (referred to as "Specific Plan Area" within this document). SVIP is envisioned to be a world-class research and development center that will establish a regional economic growth center within San Benito County. By providing both regulations and guidance through detailed text and exhibits, this document acts as a framework for the process that will shape SVIP, ensuring that a unified vision is implemented and aligned with San Benito County's long-term goals, including job creation and economic sustainability.

**1.3. Interpretation**

The terms “shall,” “should,” “may,” and “could” are used within the Specific Plan. The term “shall” is used to denote a standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The terms “may” and “could” are used to denote something that is allowed or optional, but not required.

**1.4. Relationship to Other Plans**

**1.4.1. San Benito County General Plan**

The San Benito County 2035 General Plan (“SBCGP”) is a comprehensive, long-range, and internally consistent document which encapsulates the vision for development of

San Benito County over the next 15 years. It contains goals, policies, and objectives that are designed to preserve the integral characteristics of the County, while building a future that enhances the quality of life for all residents. The California Government Code provides that a specific plan may not be adopted or amended unless consistent with the General Plan.

The Initiative amends the SBCGP to redesignate the Specific Plan Area as Strada Verde Innovation Park Specific Plan (SVIP-SP) and make other, minor conforming amendments. No other changes to the General Plan are required.

**1.5. California Environmental Quality Act (CEQA)**

Consistent with State law, all future discretionary actions required for development within the Specific Plan Area are subject to environmental review in accordance with the California Environmental Quality Act (“CEQA”). Said compliance will likely include the identification of certain required mitigation measures, and nothing herein will prevent the implementation of any such measures as a condition of development within the Specific Plan Area. In addition, this Specific Plan anticipates that resource agency permits required for Specific Plan development will include measures for the avoidance, minimization, and mitigation of impacts on certain natural resources.

**1.6. Guiding Vision**

At completion, SVIP will represent a world class, state of the art technological center, celebrating San Benito County’s

farming heritage and natural beauty. Three interconnected core values shape the vision of SVIP: support and encouragement of technological innovation, promotion of regional economic growth, and integration of agriculture, as described below:

1.6.1. Technology

Located less than an hour's drive from Silicon Valley, SVIP will offer an opportunity for technological entrepreneurship. Employees will enjoy a healthy, campus environment where they can bicycle or walk during breaks. SVIP will attract a variety of technological enterprises from product research, development, and testing to light manufacturing and distribution. SVIP will provide a regional technological hub supporting world class, groundbreaking automotive innovation.

1.6.2. Economic Growth

SVIP is positioned to make San Benito County a center for technology enterprises, fueling job growth in the emerging e-commerce industry, as well as the research and development of zero emission vehicles, and other advanced automotive systems. The creation of an estimated 4,000 direct and 1,500 indirect and induced new permanent jobs in the County, as well as an estimated 18,000+ direct, indirect, and induced construction jobs over several years, and the generation of additional property and sales tax revenue, will substantially improve the economic vitality of the County.



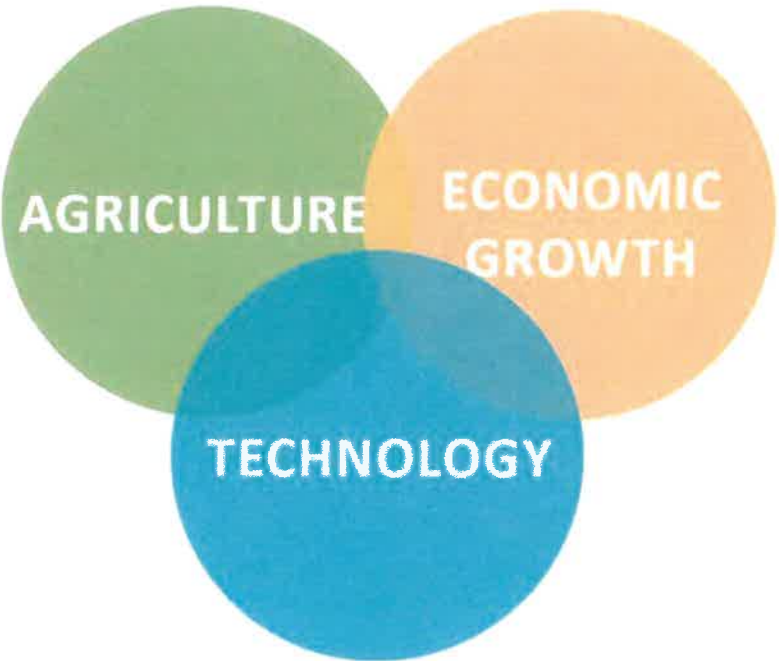
### 1.6.3. Agriculture

Agriculture is a central component of SVIP, and organic farming is to remain an important element of the Specific Plan Area. The establishment of 562 acres exclusively for agriculture uses will ensure that farming remains a part of the legacy of San Benito County. Agriculture also will be a permitted use through the SVIP Specific Plan Area, with the exception of the Pajaro River Park, offering the opportunity for visitors and employees to enjoy convenient, fresh, healthy, nutrient dense food.



**1.7. Guiding Principles**

The following list of guiding principles will help achieve the overall vision, support the underlying purpose of the SVIP-SP, and inform the intent of future design decisions:



**Enhance Economic Well-Being**

Job creation is at the center of the SVIP concept, and employment across a variety of income levels is anticipated. The establishment of a world-class technological research center in San Benito County will enhance the regional and local economy.

**Honor the Agricultural Heritage of San Benito County**

The agrarian heritage of the Specific Plan Area will be promoted through the integration of agricultural uses.

**Preserve and Enhance the Pajaro River**

The Pajaro River Park will return areas near the river to a natural state, creating a habitat that invites and supports wildlife and native plants. Public recreation areas will include a trail and overlooks adjacent to the river.

**Create a Fiscally Positive Project**

The construction of all infrastructure and public services will be financed using a variety of financing mechanisms, as detailed in [Chapter 5: Implementation](#), designed to protect San Benito County taxpayers.

### 1.8. Community Benefits

As the SVIP Specific Plan is implemented, San Benito County will be positioned as a center for new and emerging technology enterprises, bringing substantial benefits to local residents. The following outline highlights some of these benefits:

#### 1.8.1. Construction Benefits

- Creation of direct, indirect, and induced employment of an estimated 18,000+ workers over project buildout.
- Estimated one-time direct and indirect monetary construction investment of \$2.3 billion.

#### 1.8.2. On-Going Economic Benefits

- Creation of an estimated 5,500+ direct, indirect, and induced permanent new jobs.
- Substantial increase of property tax and sales tax revenues to San Benito County.



### 1.8.3. Transportation Benefits

- Applicant(s) for future development in the Specific Plan Area (“Project Applicant(s)”) shall be required to pay all applicable fees in the San Benito County Traffic Impact Mitigation Fee (TIMF) Program pursuant to County requirements, which are estimated to be approximately \$18 million under the current fee requirements.
- Primary entry to the Specific Plan Area will connect directly to US 101 at the Betabel interchange, minimizing additional traffic impact to SR 25.
- Improvement of the jobs-housing balance may reduce vehicle trips and time wasted commuting to jobs outside the County.
- Project Applicant(s) will be required to make other traffic improvements as defined in this Specific Plan.

### 1.8.4. Environmental Benefits

- Areas near the Pajaro River bank shall be naturalized to provide an enhanced riparian habitat to protect local plant and animal life.

### 1.8.5. Recreational Benefits

- New public access will be created in areas adjacent to the Pajaro River where previously none existed.
- A newly created Pajaro River Park shall feature a new public 2.4-mile multi-use trail and wildlife

observation areas, encouraging healthy outdoor activities.



**1.9. Sustainability Overview**

Strada Verde Innovation Park presents an opportunity to implement a long-term vision for a sustainable and economically successful employment center. By definition, sustainability is a matter of meeting vital human needs of the present without compromising our ability to meet future needs. In order to work effectively, this principle must permeate every facet of design. The following measures provide a framework for achieving this goal:

**Alternative Transportation Options**

Modern technologies are to be incorporated to minimize vehicle trips within and out of the Specific Plan Area, encouraging reduction of fossil fuel consumption. This network shall encourage walking, bicycling, and mass transportation. Convenient charging stations will provide energy for electric vehicles. Job creation within the region will reduce the need for County residents to commute to outlying areas.

**Water Conservation**

SVIP will be a model for water conservation and reuse. An innovative system for water delivery, storage, and treatment shall be a major component of the plan, and is anticipated to reduce the overall water demand as compared to average existing agriculture water use and thereby benefit the aquifer and groundwater supplies in the basin.

**Economic Sustainability**

As a major center for technological innovation, SVIP brings a unique opportunity for job creation to San Benito County.

Furthermore, development and operation of SVIP will provide substantial and on-going sales and property tax to San Benito County.

**Waste Reduction and Recycling**

Reduction of waste generation is an important method of natural resource conservation, and all businesses within SVIP shall incorporate recycling collection areas.

**Renewable Energy for Self-Sufficiency**

SVIP is planned to be largely powered by solar energy. In addition to rooftop photovoltaic power integrated into most structures, on-site large scale solar generating and battery storage stations are planned.



### 1.10. Structure of the Specific Plan

The SVIP-SP is organized into the following chapters:

#### Chapter 1: Overview & Vision

Describes the authority and requirements of the Specific Plan, as well as its purpose and vision.

#### Chapter 2: Context & Conditions

Provides background information including a description of location and the context.

#### Chapter 3: Land Use & Infrastructure

Establishes the components of the Specific Plan Area through land use, mobility, grading, and infrastructure plans.

#### Chapter 4: Development Regulations

Sets standards for development in each land use area and ensures that quality development occurs in suitable locations.

#### Chapter 5: Implementation

Establishes procedures to implement the SVIP-SP, phasing, and financing mechanisms.

#### Appendix A: Design Guidelines

Provides general design guidance, including architecture, landscape, and signage.





Chapter 2

# CONTEXT & CONDITIONS

## 2.1. Introduction

Located within a wide inland valley, Strada Verde Innovation Park ("SVIP") includes approximately 2,777 acres within an unincorporated area of northwest San Benito County (referred to as "Specific Plan Area" within this document).

U.S. Highway 101 to the west and California State Route 25 to the north provide direct access to the Specific Plan Area. Surrounded by natural scenic beauty and expansive mountain views, the Specific Plan Area is bordered by the Gabilan Mountains to the West and South, the Diablo Mountains and Panoche Valley to the East, and the Pajaro River to the North. Neighboring cities include Hollister to the southeast, San Juan Bautista to the southwest, and Gilroy to the north (refer to [Figure 2.1 Local Vicinity Map](#)).

On-site and surrounding current land uses primarily consist of agricultural land and rangeland. The area to the south between the Pajaro and San Benito Rivers was historically known as Rancho Lomerias Muertas, one of the original Spanish land grants meaning "Barren Hills." Active agricultural fields and open space make up the balance of neighboring properties to the South and East.

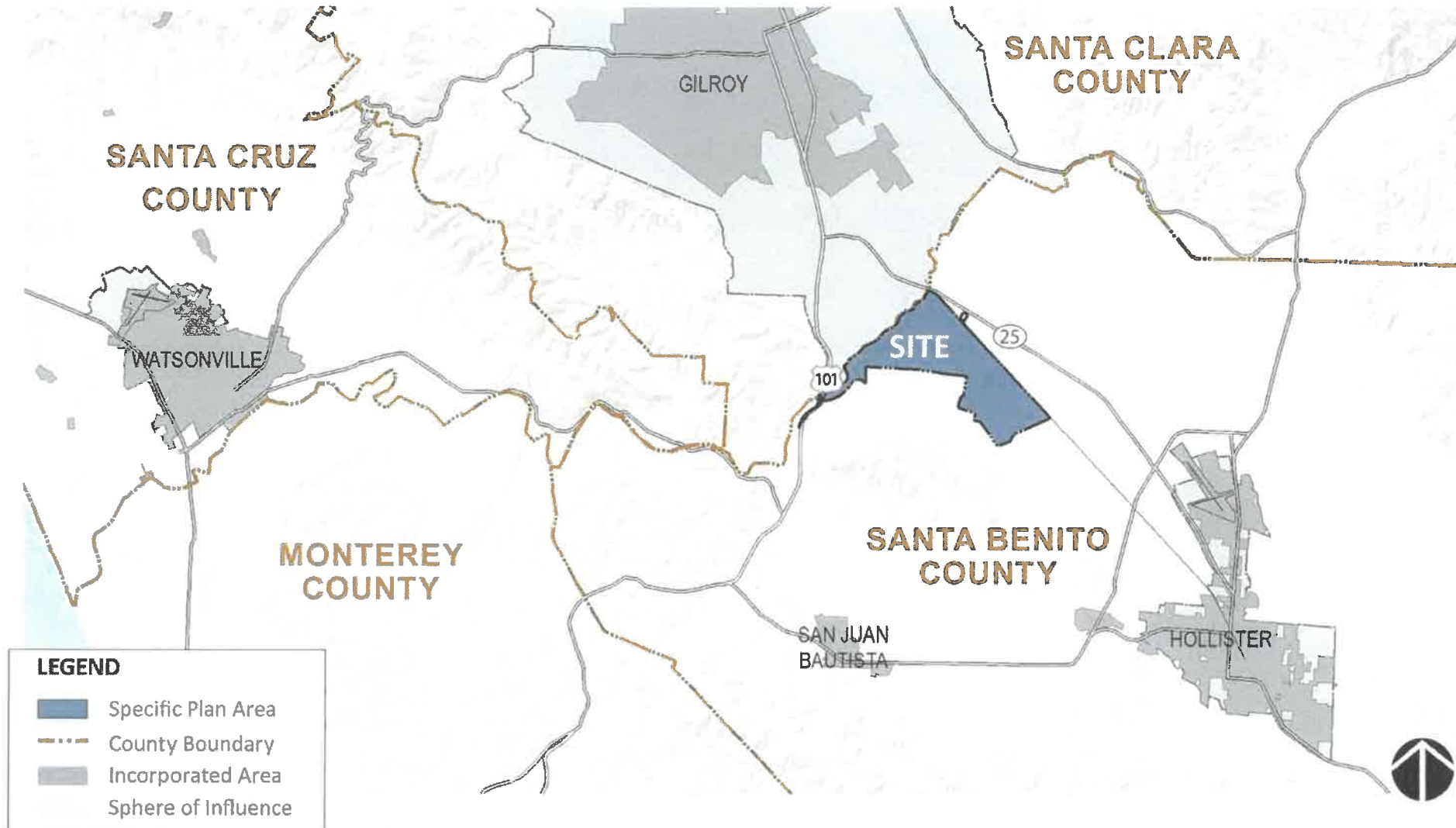
## 2.2. Regional Overview

SVIP is located approximately eighty-five miles south of San Francisco, forty miles south of San Jose, seven miles south of the City of Gilroy, and nine miles north of the City of Hollister. The far side of the Pajaro River forms the southern boundary of Santa Clara County. The Specific Plan Area is

also in close proximity to Santa Cruz County to the northwest, Monterey County to the west, and Merced County to the east. (Refer to [Figure 2.1 Local Vicinity Map](#)).



Figure 2.1 Local Vicinity Map



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## 2.3. Existing Considerations

### 2.3.1. Existing and Surrounding Land Uses

The majority of the Specific Plan Area consists of fallow agricultural land, with active organic farming on 600 - 800 acres near the Pajaro River. However, the majority of the Specific Plan Area has not supported profitable agriculture in the last forty years. Existing structures are limited to small, agricultural support buildings, and no permanent residences are located within the Specific Plan Area.

Agricultural and grazing areas comprise most of the land within the vicinity of the site. This includes an area near the northwestern boundary that abuts Santa Clara County and the Sphere of Influence of the City of Gilroy. Notable exceptions include the Union Pacific Railroad (“UPRR”) Hollister Branch, which is aligned along the northeastern boundary, and an approximately twenty acre parcel of land to the northeast owned and operated by an agricultural fumigant formulator and applicator that began operations in 1984.

### 2.3.2. San Benito County Land Use Designations

Prior to the Initiative, the San Benito County General Plan (“SBCGP”) designated the Specific Plan Area Agriculture (A) and Rangeland (RG) (see [Figure 2.2 Pre-Initiative San Benito County Land Use Designations](#)).

Adoption of the Initiative changes the land use designations in the Specific Plan Area to a new Strada Verde Innovation Park Specific Plan (SVIP-SP) designation. Additionally, the Initiative amends the SBCGP to add the designation of Strada

Verde Innovation Park Specific Plan (SVIP-SP) to [Table 3-1 Land Use Summary](#). Upon adoption of the SVIP-SP by the Initiative, the SVIP-SP will govern future development within the Specific Plan Area (California Government Code sections 65455, 66473.5, 65860, and 65401).

### 2.3.3. San Benito County Code of Ordinances

Title 25 of the San Benito County Code of Ordinances (hereafter referred to as the “SBCCO” or the “San Benito County Code”) defines the zoning regulations for the County. Prior to the adoption of the Initiative, the SBCCO designated most of the Specific Plan Area as Agricultural Productive (AP) and the balance of land as Agricultural Rangeland (AR) (see [Figure 2.3 Pre Initiative San Benito County Zoning Designations](#)).

The Initiative amends the SBCCO zoning to designate the Specific Plan Area as Strada Verde Innovation Park Specific Plan (SVIP-SP) zoning district. Additionally, the Initiative amends Title 25 of the SBCCO to reflect this new zoning district.

Figure 2.2 Pre-Initiative San Benito County Land Use Designations

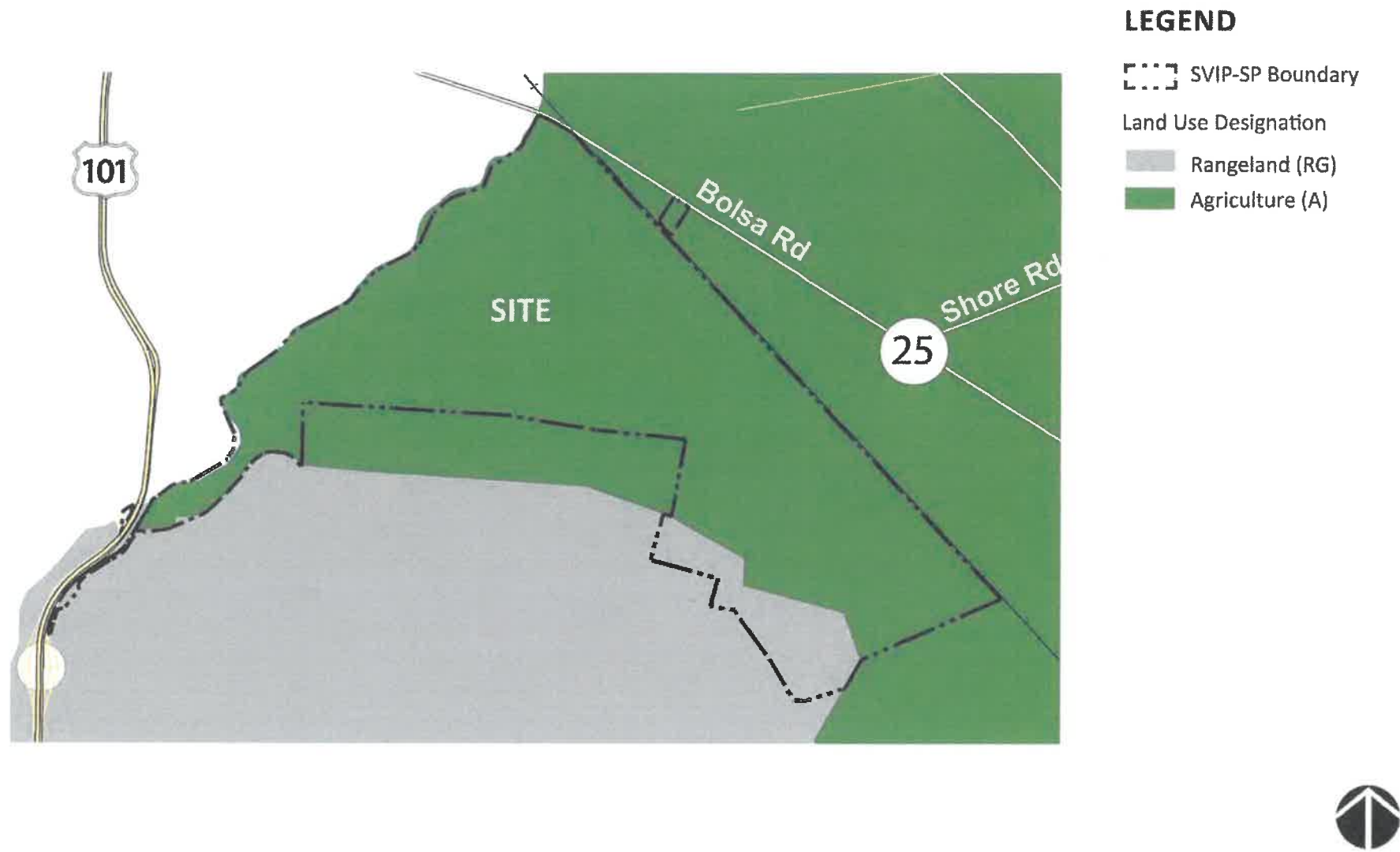
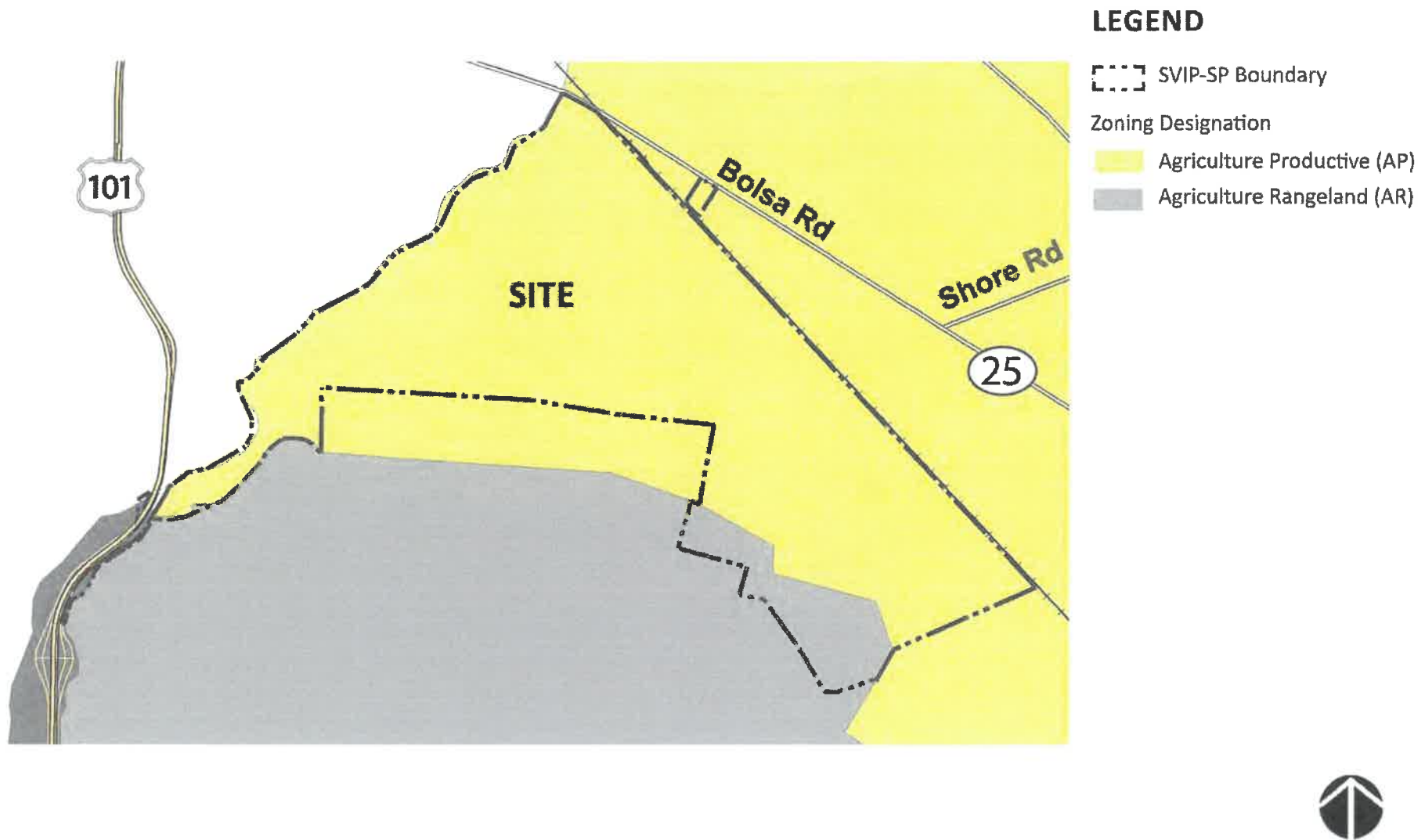


Figure 2.3 Pre-Initiative San Benito County Zoning Designations



#### 2.3.4. Existing Vehicular Transportation

The Specific Plan Area lies directly southwest of State Highway 25 (Bolsa Road), a two lane highway that carries traffic north/south between Hollister and US 101, a major means of movement of goods between Los Angeles and the San Francisco Bay Area. Currently, a significant number of San Benito County residents commute to other counties for work.

#### 2.3.5. Existing and Future Transit Systems

Although there is currently no direct commuter rail service from San Benito County to Santa Clara County, the San Benito County Express provides shuttle service for County residents to the Caltrain station in Gilroy. This is the southern-most Caltrain station and provides train service to San Jose, Peninsula cities, and the San Jose and Millbrae BART stations. In addition to the County Express service, other methods of connecting SVIP to the Gilroy Station may be implemented, including partnerships with ridesharing companies.

#### 2.3.6. Future Bikeways

Non-motorized transportation and bikeways are an important tenet of the plan for the future of San Benito County. An interconnected bike path has been delineated in the 2009 San Benito County Bikeway and Pedestrian Master Plan. The planned bikeway closest to the Specific Plan Area is for a Class I multi-use trail along SR 25. Another planned bike route adjacent to the Specific Plan Area is the de Anza trail corridor which runs north/south along US 101 bisecting the western portion of the site north of the Betabel interchange.

The historic de Anza trail corridor is located near the western portion of the Specific Plan Area, parallel to US 101. It is intended to commemorate the route traveled by Juan Bautista de Anza during the years 1774 - 1776. This trail, if/when improved, would invite travelers to experience the three elements of the Spanish plan for the northern frontier: presidios (military forts), missions (religious centers), and pueblos (civilian towns). The National Park Service promotes the preservation of access to areas related to the Anza expedition so that they can be enjoyed and appreciated by the public.



### 2.3.7. Existing Environmental Conditions

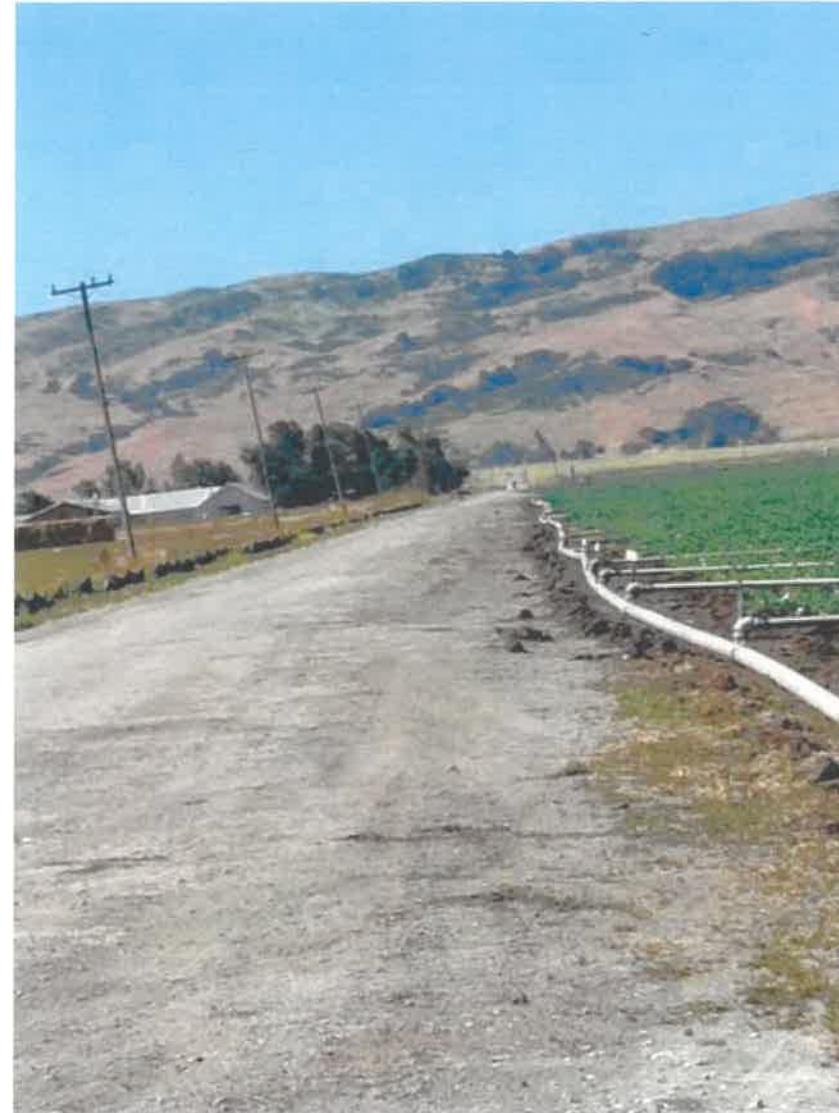
#### Topography

The Specific Plan Area features a variety of notable elements including grasslands, agricultural fields, and the floodplain of the Pajaro River. The majority of on-site topography is relatively flat, with elevations ranging from 140 feet above mean sea level to 250 feet above sea level (refer to [Figure 2.4 Existing Topography](#)). The area having the least amount of slope lies within the 100-year floodplain adjacent to the Pajaro River. The topography begins sloping upwards towards the southern boundary adjacent to the Lomerias Muertas. The steepest area is at the south east where the existing grade increases to a slope of about five percent.

#### Hydrology

The Specific Plan Area is located within the Pajaro River watershed, which drains approximately 1,300 square miles (832,000 acres) of land across portions of San Benito, Santa Clara, Santa Cruz, Monterey, and Fresno counties. The watershed is almost ninety miles in length and varies from seven to twenty miles in width. Tributaries originate throughout the watershed, including the San Benito River, which confluences with the Pajaro River approximately two miles upstream of Chittenden, CA (the location of the USGS stream gauge station).

The Pajaro River is the primary tributary in the watershed, running along the northwestern Specific Plan Area boundary, which is downstream of the Pajaro River's confluence with Llamas Creek and upstream of its confluence with Carnadero Creek.





### Geology

Located within the Coast Range geomorphic province, the Specific Plan Area is situated at the junction of the Santa Cruz Mountains and the Gabilan Range. A broad alluvial plain forms the valley floor and abuts the foothills of the Lomerias Muertas to the South. The Santa Cruz Mountains and the Gabilan Range are formed by a series of rugged, linear ridges and valleys following the pronounced northwest and southeast structural grain of central California geology.

### Groundwater

The Specific Plan Area overlies the Bolsa sub-basin of the Gilroy-Hollister Groundwater Basin. The Basin lies under the broad valley that extends across the northern part of San Benito County, between the Sargent and Calaveras earthquake fault lines, which divide the Bolsa sub-basin from other sub-basins, and form partial barriers to groundwater flow. Groundwater beneath the Specific Plan Area is found in two (2) distinct aquifers: a deep regional area, and a more localized shallow perched zone. In general, the flow of groundwater in the deep aquifer is toward the groundwater depression located near the western portion of the Bolsa sub-basin. The flow of groundwater in the shallow aquifer is toward the northwest in the direction of the Pajaro River.

### Floodplain

Approximately 800 acres within the Specific Plan Area is located between the 100-year floodplain line and the Pajaro River (refer to [Figure 2.5 Floodplain Map](#)). The floodplain gradually fans out from the banks of the Pajaro and extends toward US 101 at a gradient between 0.2 and 0.5 percent. Several wetland areas of interest exist within the floodplain,

which will ultimately fall within the area of the new Pajaro River Park.



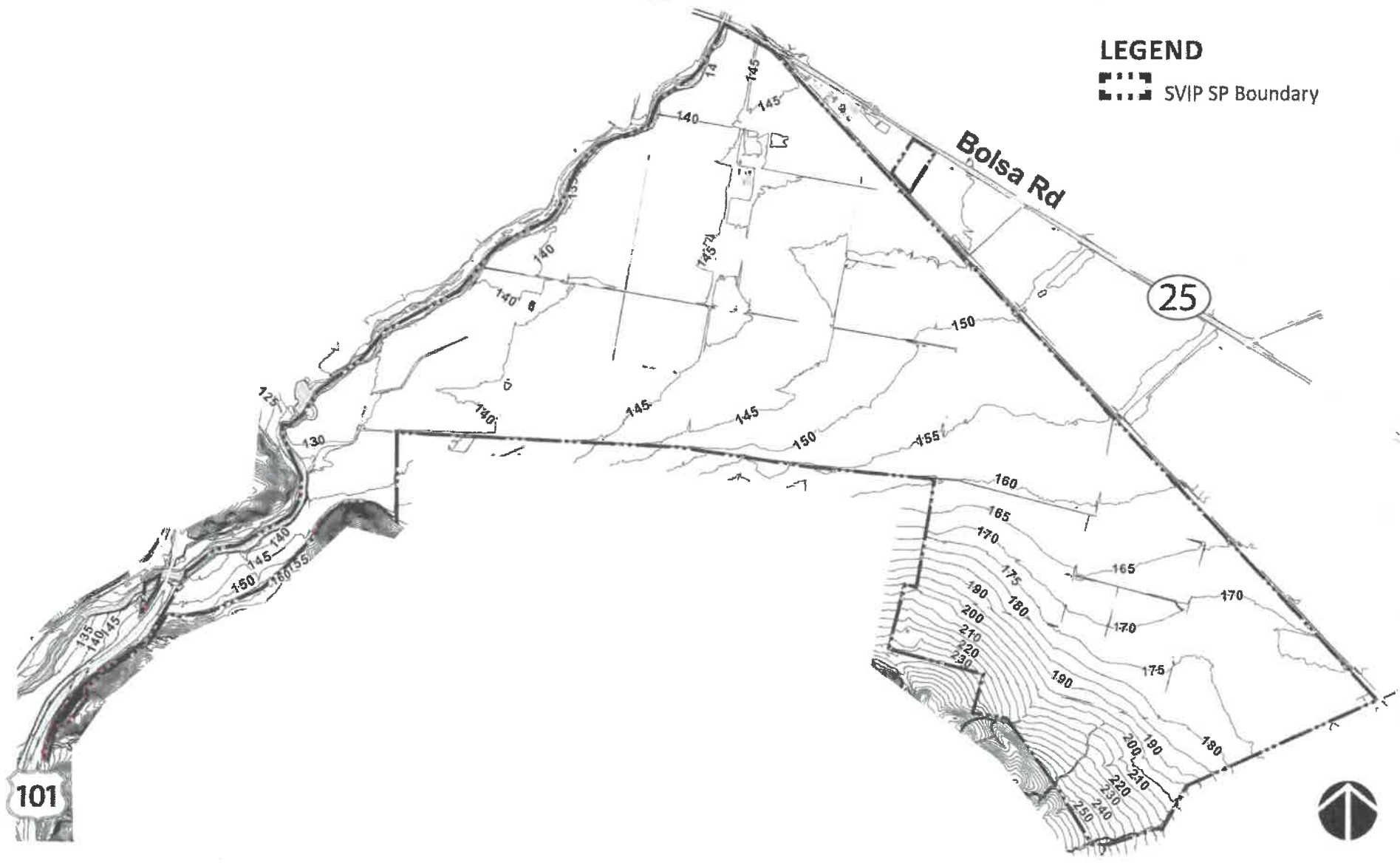
**Farmland**

Agricultural production is San Benito County’s largest industry, with a gross estimated value greater than \$360 million in 2015. The County is one of California’s leading producers of vegetable and row crops, seed crops, fruits, and nuts. The Specific Plan Area, however, contributed little to these numbers despite its SBCGP designation in large part as agricultural land, as the Specific Plan Area contains only approximately 600-800 acres of active agricultural fields, which have been under cultivation on the site since 1978, largely within the floodplain area.

While some portions of the Specific Plan Area have been designated as Prime Farmland (suitable for irrigated farming practices such as row crops) by the California Department of Natural Resources, actual farming practices over the past twenty years have not supported such uses, particularly in the central and western portions of the Specific Plan Area. No land within the Specific Plan Area is currently within a Williamson Act Contract designated area.



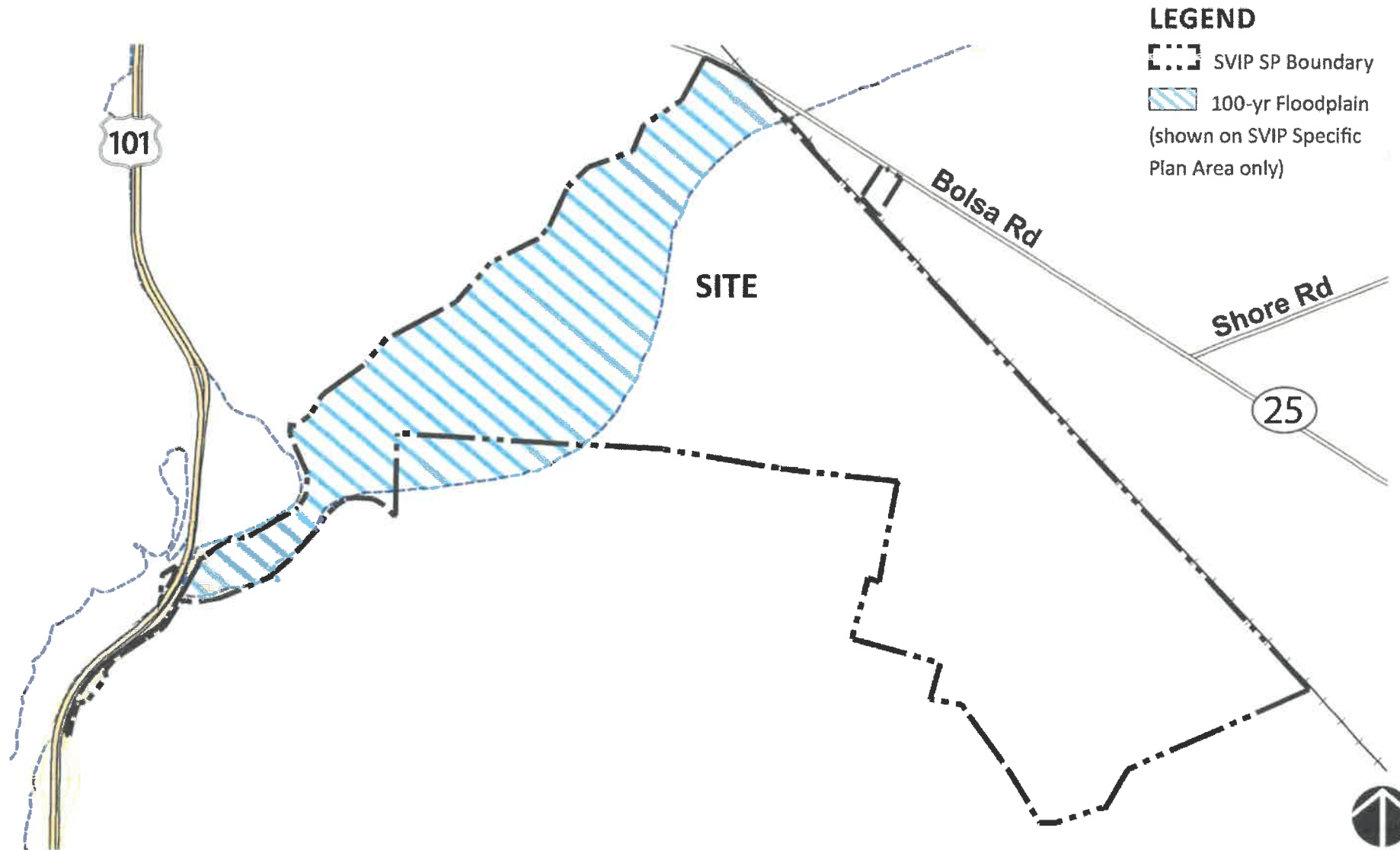
Figure 2.4 Existing Topography



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Figure 2.5 Floodplain Map



Chapter 3

# LAND USE & INFRASTRUCTURE

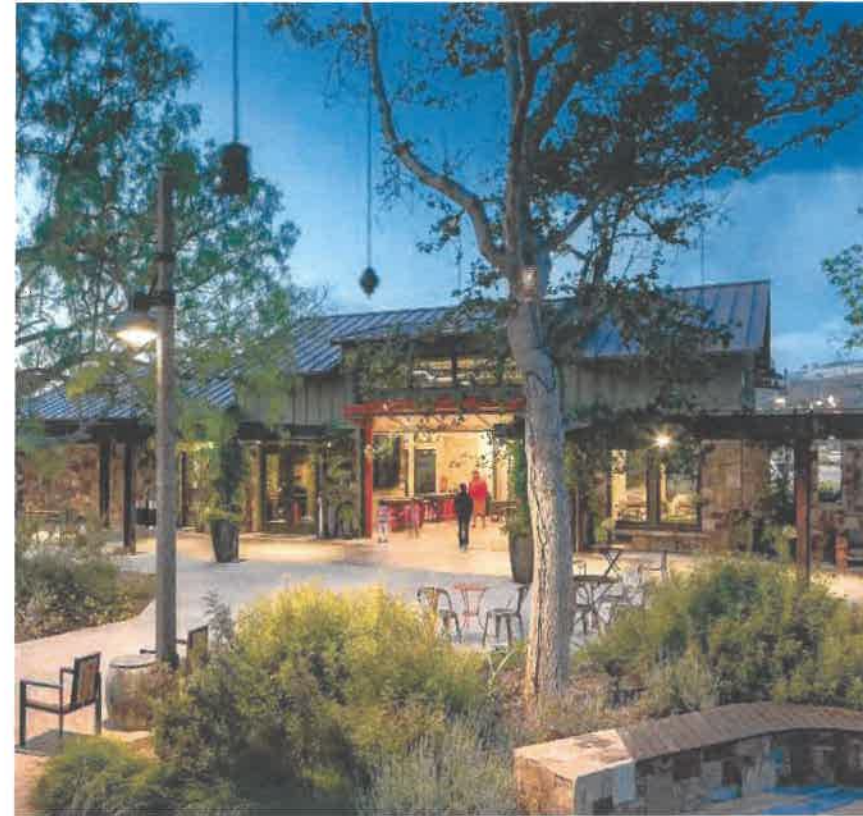
### 3.1. Purpose and Scope

Land Use and Infrastructure encompasses all of the physical components of the Specific Plan Area, establishing the intent of the SVIP-SP in terms of land use and providing an overview of infrastructure. The major building blocks include: structure and organization of land uses along with plans for roads, trails, grading, water, sewer, stormwater, gas, electric, and telecommunications. Some material in this chapter is intended to be mandatory and shall be implemented according to language contained herein. Other material is conceptual and is intended to guide and not restrict creative solutions as described in [Section 1.3 Interpretation](#).

### 3.2. Land Use Plan

A balance of agriculture, open space, and employment uses are featured within SVIP, as depicted in [Figure 3.1 Land Use Plan](#) and [Table 3.1 Land Use Summary](#). Key elements of the plan include preservation of the Pajaro River, protection of productive farmland, and provision for roadway, bicycle, and pedestrian connections between existing regional networks. Four types of Innovation Center employment areas are identified, offering the potential to substantially strengthen the economic base of San Benito County. At build-out, the Specific Plan Area will be a vibrant regional employment asset.

[Figure 3.2 Illustrative Site Plan](#) illustrates a conceptual site plan that is envisioned for the Specific Plan Area. [Figure 3.3 Illustrative Site Vignettes](#) illustrates conceptual renderings of future development.



**3.2.1. Land Use Plan Organization**

The SVIP-SP Land Use Plan fulfills two major goals identified in Chapter One: preservation of important land resources and dedication of space for much-needed job creation areas. The SVIP-SP creates distinct land use areas within the Specific Plan Area.

The protection and preservation of areas near the Pajaro River is also a central tenet of the plan. Two major organizing features of the Land Use Plan are the Pajaro River Park and the Central Channel Greenway, together creating a green spine that will span most of the length of the Specific Plan Area and the western perimeter. The Central Channel Greenway is flanked by the Business Center and Innovation Center employment areas.

The highest density area shall be situated directly adjacent to business traffic. Lower density uses shall be located near the perimeter, acting as a buffer near existing agricultural areas. A description of each area follows:

**Innovation Center 1 (SVIP-IC1)**

Innovation Center 1 consists of approximately 260 acres, and shall include a range of commercial and light industrial facilities, including distribution and logistics, as well as research and development businesses. This area shall include up to approximately 5,800,000 square feet of buildings.

**Innovation Center 2 (SVIP-IC2)**

Located west of the Innovation Center 1 area, Innovation Center 2 shall include a light industrial center. The area consists of approximately 210 acres, and may offer a public

driver experience center and/or research and development areas catering to the automotive industry. This area shall include up to approximately 628,000 square feet of buildings.





**Innovation Center 3 (SVIP-IC3)**

Innovation Center 3 shall consist of automotive research and development businesses, featuring advanced automotive testing facilities. Office space is also to be included, as well as supporting facilities such as hospitality and retail. Innovation Center 3 consists of approximately 243 acres, and the developed space shall include up to approximately 90,000 square feet.

**Innovation Center 4 (SVIP-IC4)**

Innovation Center 4 shall serve as an automotive testing facility for new technology, including driverless clean energy and higher efficiency vehicles. This approximately 831-acre facility is envisioned to provide support to other research and development areas featuring a three-mile straight track area adjacent to the existing Union Pacific railway. This track, and other test track facilities, are an important feature to attract businesses providing cutting edge green innovation and high-quality jobs.



**Commercial 1 (SVIP-C1)**

Commercial 1 shall consist of a Business Center (approximately 21 acres). Hospitality and retail establishments, as well as civic facilities such as fire and police stations may be located within this area. It is adjacent to the Central Channel Greenway. It is envisioned that on-site pathways/trails in the Central Channel Greenway will enable employees to enjoy a healthy walk or bike ride as a part of their daily work routine.

**Commercial 2 (SVIP-C2)**

Commercial 2 shall include certain uses that are compatible with the rural nature of the perimeter of the site. Potential land uses may include a farmer's market, or a small commercial neighborhood center.

**Agriculture (SVIP-A)**

Approximately 560 acres (primarily within the 100-year floodplain) shall be limited to agriculture uses, including row crop production and the use of new agricultural technologies and practices that increase farming efficiency, maintaining the agricultural heritage and regional identity that is so predominant in San Benito County.

Although a substantial amount of the currently productive agriculture area will be preserved, future development in the Specific Plan Area may result in the conversion of land that has been previously designated "Prime Farmland." In this event, Project Applicant(s) shall comply with the requirements of the San Benito County General Plan and the SBCCO with respect to "Prime Farmland," as may be amended from time to time.

In particular, General Plan Policy LU-3.10: Agricultural Land Mitigation, provides that, if new development converts Prime Farmland that is Class 1 soil to non-agricultural uses, the County shall encourage project applicants to preserve up to an equal number of Prime Farmland acres, up to a 1:1 ratio, either on- or offsite; or the applicant may pay an in lieu mitigation fee for all or some of the converted Prime Farmland as agreed to in a development agreement.





### **Pajaro River Park (SVIP-PRP)**

The new 209-acre Pajaro River Park will replace some existing agricultural uses within the floodplain and adjacent to the Pajaro River.

Along the western boundary and adjacent to the Pajaro River will be an expanded riparian habitat that will add approximately 830 acre-feet of stormwater storage volume to the 100-year floodplain.

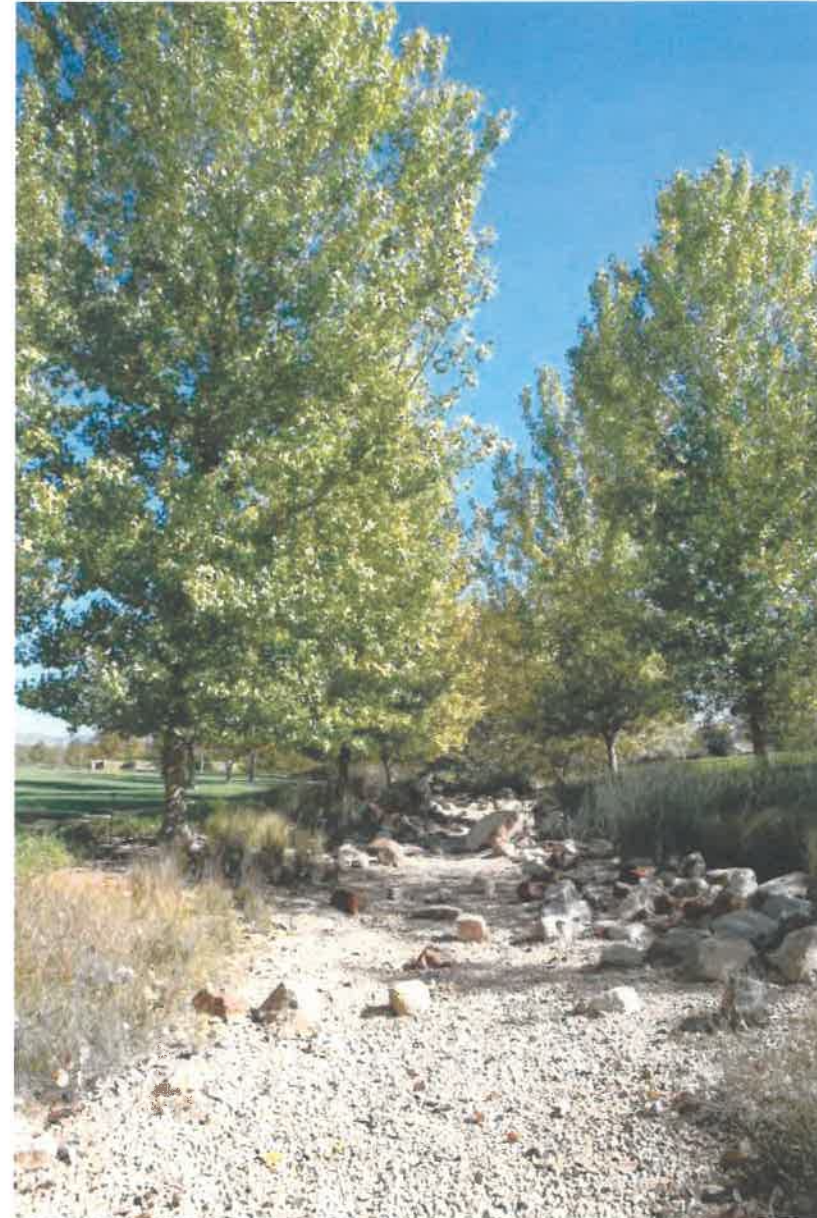
Additional park land will be constructed adjacent to and east of this new riparian habitat to create a new, publicly accessible, and regionally serving park that will include a 2.4-mile multi-use trail, benches, and interpretive signage. The Pajaro River Park shall be permanently preserved, managed, and made accessible to the public by the Project Applicant(s), including but not limited to a possible offer for dedication to San Benito County.

Improvements within the Pajaro River Park may include uses that support parks and recreation facilities such as trails, restrooms, staging areas, and park-user parking; as well as ancillary facilities such as service access roads, maintenance buildings, and pump stations.

A portion of the Specific Plan Area boundary follows the Pajaro River, creating a 56-acre area between the top edge of the river bank and the western property line (center line of the river). This area will remain natural to provide a quality riparian habitat environment.

**Channel Greenway (SVIP-CG)**

Channel Greenway areas consist of approximately 265 acres, primarily within the Innovation Center 3 and Innovation Center 4 areas. This includes the Central Channel Greenway, a linear area traversing the Specific Plan Area horizontally from east to west. This feature will carry storm water through the center of the Specific Plan Area to the Pajaro River Park, serving as a water resource management system. Additional Channel Greenway areas are located along the Specific Plan Area perimeter near the northern, eastern, and southern boundaries.













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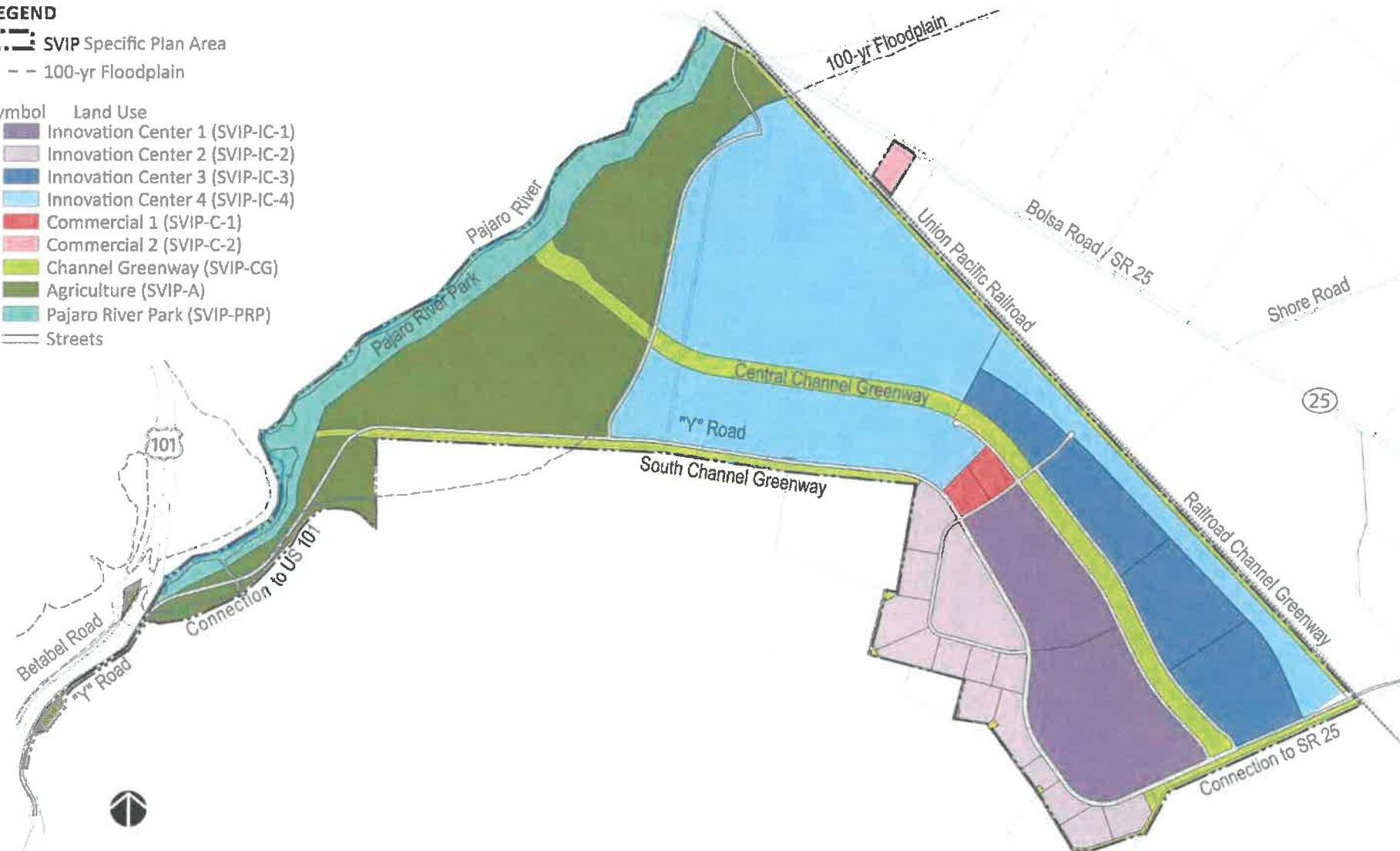
Figure 3.1 Land Use Plan

**LEGEND**

 SVIP Specific Plan Area

 100-yr Floodplain

Symbol	Land Use
	Innovation Center 1 (SVIP-IC-1)
	Innovation Center 2 (SVIP-IC-2)
	Innovation Center 3 (SVIP-IC-3)
	Innovation Center 4 (SVIP-IC-4)
	Commercial 1 (SVIP-C-1)
	Commercial 2 (SVIP-C-2)
	Channel Greenway (SVIP-CG)
	Agriculture (SVIP-A)
	Pajaro River Park (SVIP-PRP)
	Streets



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INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

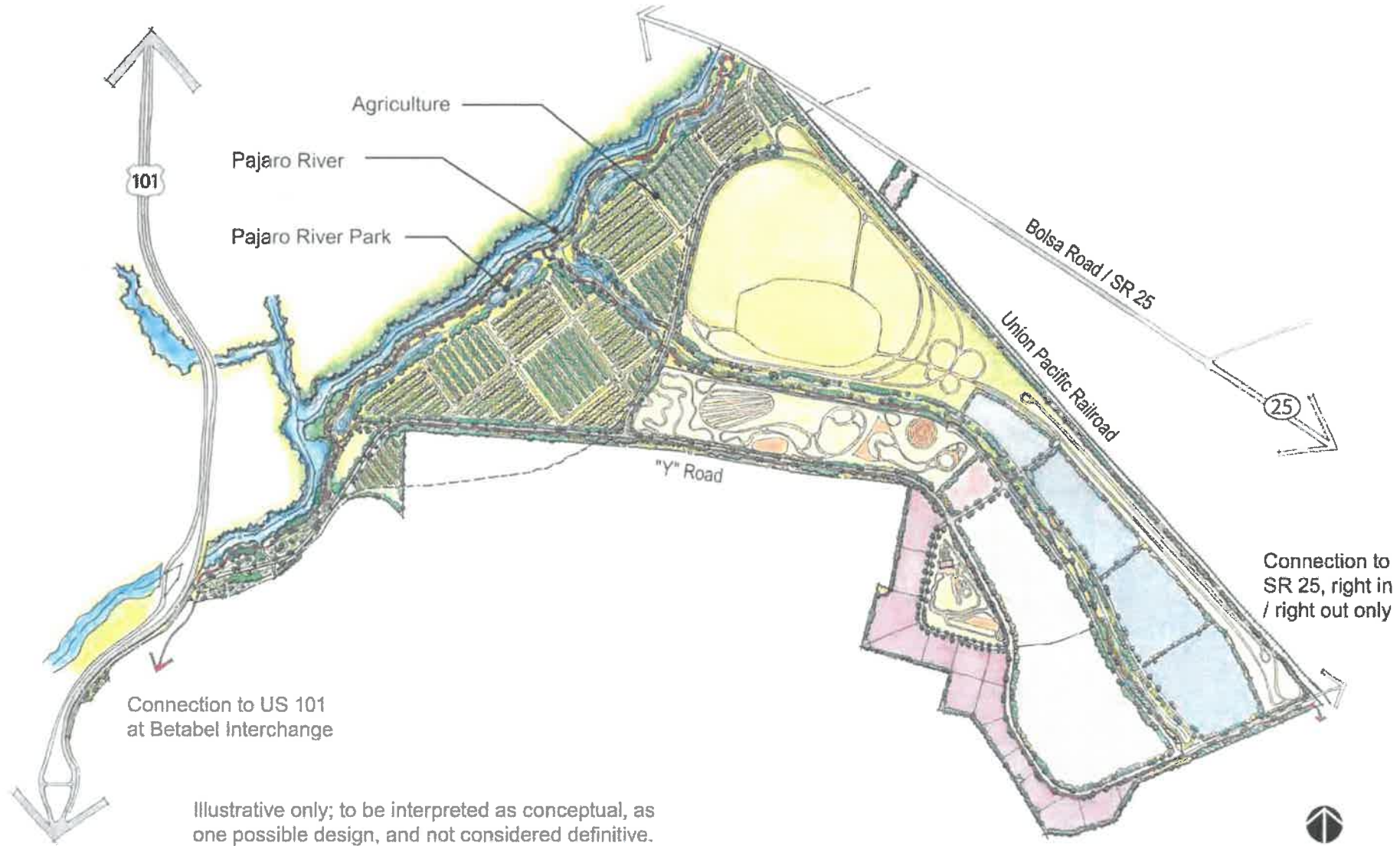
**Table 3.1 Land Use Summary**

	Land Use Area	Gross Acres	Net Acres <sup>1</sup>	Max Floor Area Ratio (FAR)	Building Area (square feet) <sup>2</sup>
SVIP - IC1	Innovation Center 1	261.1	221.9	0.600	5,800,490
SVIP - IC2	Innovation Center 2	212.2	180.4	0.080	628,550
SVIP - IC3	Innovation Center 3	243.0	206.6	0.010	89,970
SVIP - IC4	Innovation Center 4	831.0 <sup>3</sup>	702.9	0.001	30,620
SVIP - C1	Commercial 1	20.7	17.6	0.150	114,960
SVIP - C2	Commercial 2	9.9	8.4	0.010	3,670
SVIP - PRP	Pajaro River Park	209.5	209.5		
SVIP - CG	Channel Greenway	264.9	264.9		
SVIP - A	Agriculture	561.7	561.7		
	Collector Streets & Stormwater Areas	163.0	163.0		
	Acreage dedicated to wastewater treatment area, internal streets & landscaping <sup>3</sup>		240.2		
	<b>TOTAL</b>	<b>2,777.0</b>	<b>2,777.0</b>		<b>6,668,260</b>

Notes:

1. Net area is 85% of gross due to loss for streets & landscaping.
2. Building square footage is rounded to the nearest tenth.
3. Internal streets and landscaping are removed from the gross acreage of all developed areas to form the net site area. The acreage for the wastewater treatment area within SVIP-IC4 has been included here since it also is subtracted from the gross area.

Figure 3.2 Illustrative Site Plan



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Figure 3.3 Illustrative Site



Pajaro River Park Trail Vignette



Conceptual View of New Pajaro River Park

Illustrative only; to be interpreted as conceptual, as one possible design, and not considered definitive.

### 3.3. Mobility

An effective circulation system promotes a range of transportation choices that recognize the diverse needs of users, as is envisioned within SVIP. A multi-faceted mobility plan is intended to serve the following functions:

- Provide efficient connections to the regional transportation system.
- Efficiently service the proposed land uses, providing adequate connections within all portions of the Specific Plan Area.
- Enhance the pedestrian experience, emphasizing walkable streets and other forms of non-motorized transportation including safe bicycle paths and lanes.
- Provide connections to the regional mass transit system, with potential linkage to future BART expansion areas and the Gilroy Transit Center.
- Coordinate a Transportation Demand Management ("TDM") program, which facilitates non-motorized transportation and allows for a reduction in parking.
- Partner with transportation companies to provide options for travel to the Gilroy Transit Center, site of a potential future high speed rail stop and the last destination of the existing Caltrain Transit Service.

The following Mobility Plan addresses aspects of the design realm within the public right-of-way, including paths and travel lanes. This section has been organized into four parts: 1) Vehicular Circulation, 2) Off-site Transportation

Improvements, 3) Multi-Modal Circulation, and 4) Transit Plan.

#### 3.3.1. Vehicular Circulation

**Figure 3.4 Conceptual Street Network** illustrates the street network within the Specific Plan Area, as well as a future off-site connector to SR 25/Bolsa Road (discussed below). Three types of roadways are envisioned, two types of Collector Roads (A and B) and a Local Street. Conceptual cross sections for these roadways are shown in **Figures 3.5 through 3.7**.

Collector Road A links the Specific Plan Area with the Betabel interchange at US 101. It includes two travel lanes, an adjacent pedestrian/bike path on one side, and informal low-maintenance landscaping on both sides. Collector Road B serves as either an emergency access road or connector road to SR 25/Bolsa Road and includes two travel lanes and a "soft" shoulder on each side.

A majority of the roadway network within the Specific Plan Area consists of Local Streets. This roadway type will include two travel lanes and a center turn lane, an adjacent pedestrian/bike path on one side, and informal low-maintenance landscaping on both sides.



The preferred on-site intersection control is envisioned to be roundabouts, which should be designed to accommodate large truck turning maneuvers.

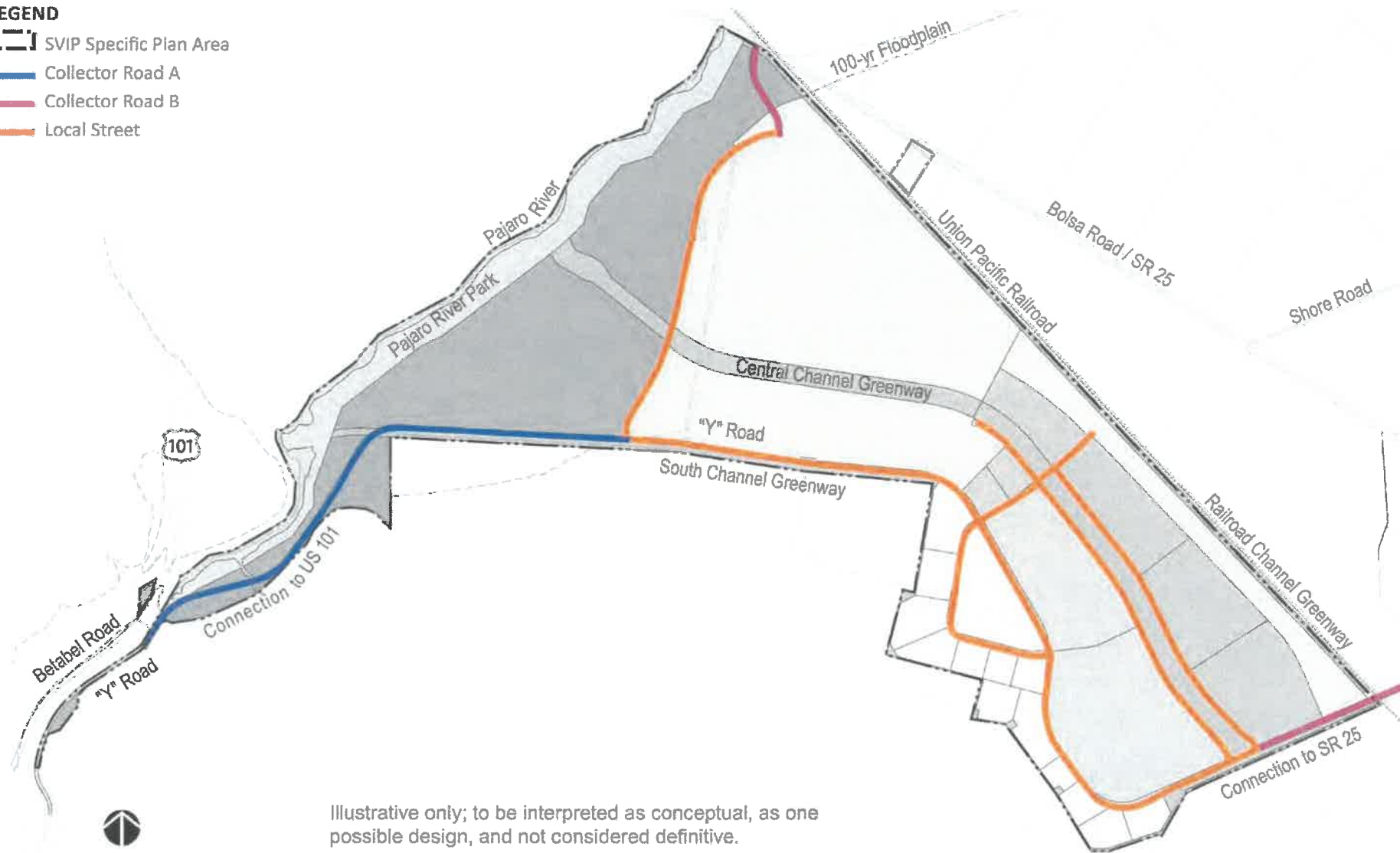
Roadway widening may be required at some driveways to accommodate truck turning movements.



Figure 3.4 Conceptual Street Network

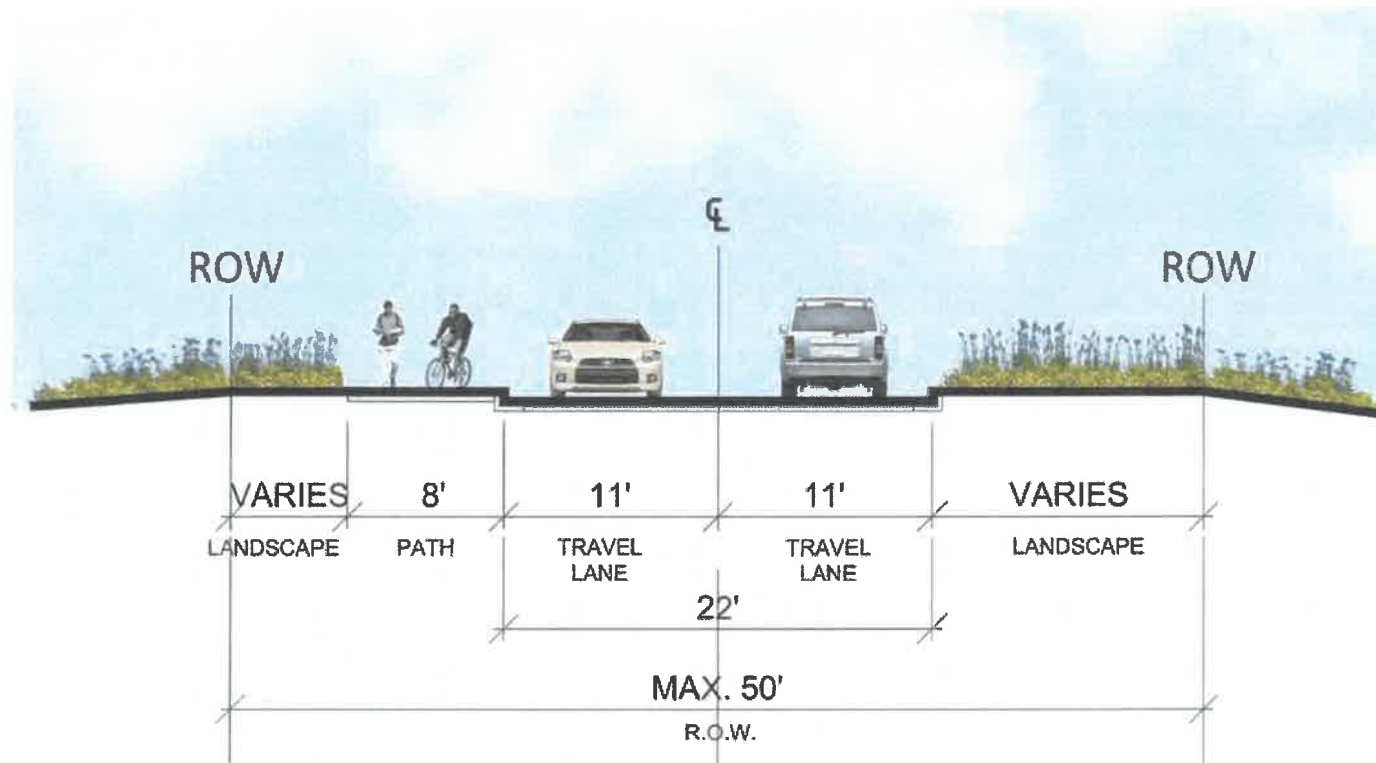
**LEGEND**

-  SVIP Specific Plan Area
-  Collector Road A
-  Collector Road B
-  Local Street



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Figure 3.5 Collector Road A

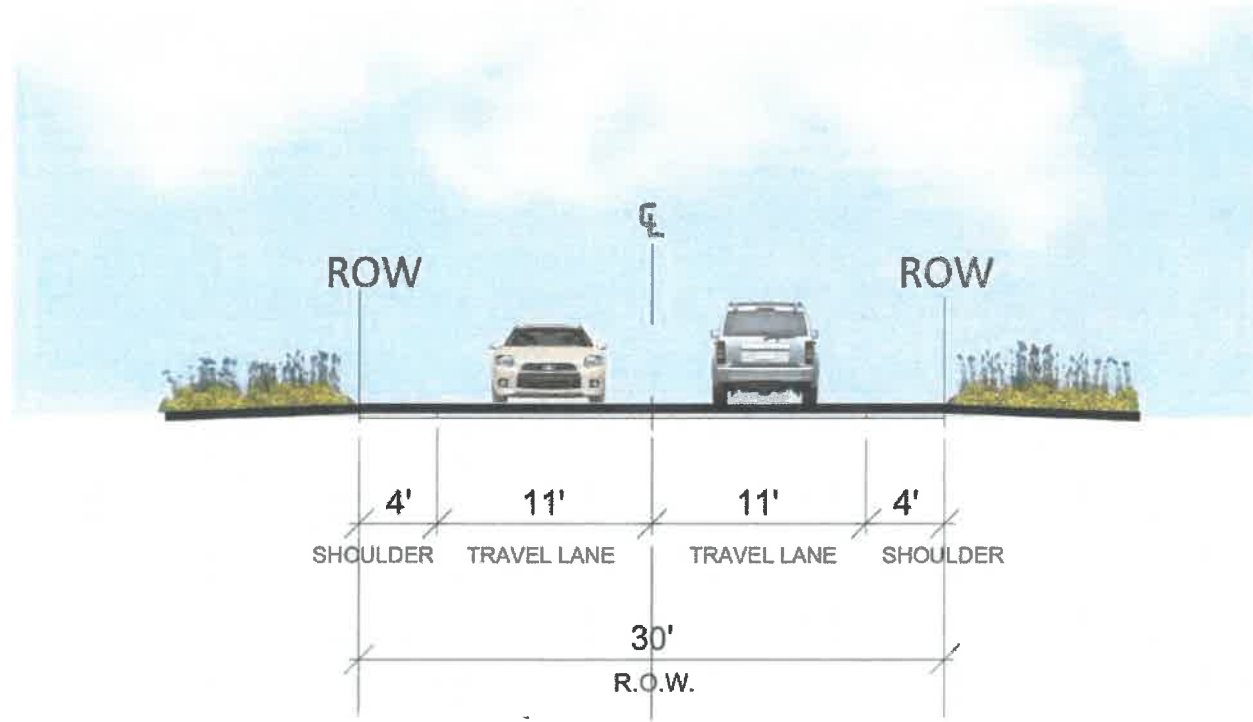


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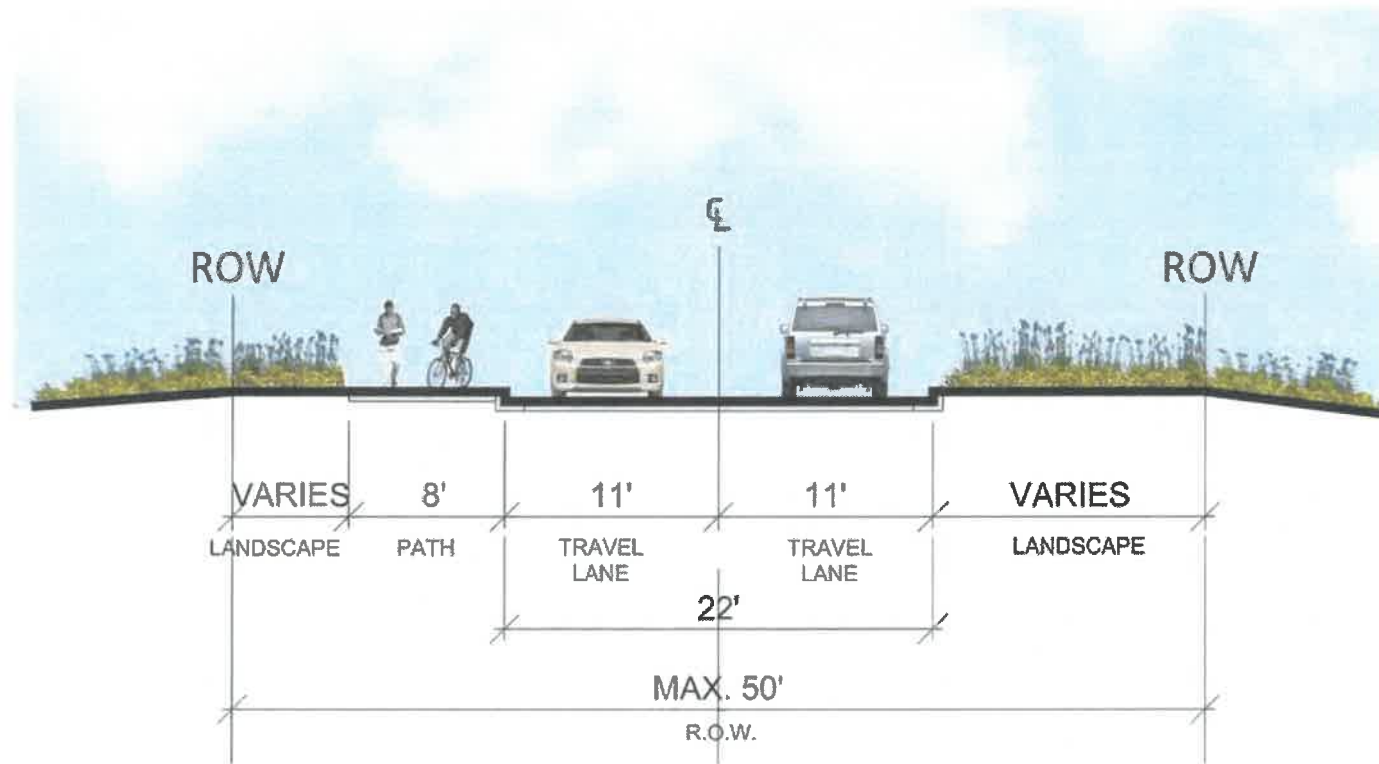
INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

Figure 3.6 Collector Road B



Illustrative only; to be interpreted as conceptual, as one possible design, and not considered definitive.

Figure 3.7 Local Street



Illustrative only; to be interpreted as conceptual, as one possible design, and not considered definitive.

### 3.3.2. Off-Site Transportation Improvements

#### New Connection to SR 25/Bolsa Road

The long-range plan for SVIP vehicular circulation includes an off-site connection from the eastern portion of "Y" Road to SR 25/Bolsa Road. This portion of Y Road is illustrated in Figure 3.6 Collector Road B.

#### Improvements to Existing Roadways

As part of implementation of the Specific Plan, the Project Applicant(s) shall construct the roadway improvements listed in Table 3-2 Project Applicant(s)-Provided Roadway Improvements.

Table 3-3 Roadway Improvements Anticipated to be Funded by Project Applicant(s)' Fair Share Payments identifies those roadway improvements that are anticipated to be funded by the Project Applicant(s)' fair share payments to San Benito County. The payments to fund these improvements are estimated to be approximately \$18 million under the current fee requirement. Fees are periodically adjusted for inflation by San Benito County and San Benito County Council of Governments.

The fair share payment shall be determined at the time of building permit application and made in accord with then applicable County requirements and then applicable San Benito County Regional Transportation Impact Mitigation Fee ("TIMF") program requirements.

To the extent that providing access or constructing these improvements necessitates securing any interests in off-site property not owned by the Project Applicant(s), such

interests shall be secured by way of agreement with the owner(s) of such property or by way of any alternative means authorized by applicable law. It is the Project Applicant(s)' responsibility to secure such agreement or any alternative thereto.



**Table 3-2 Project Applicant(s)-Provided Roadway Improvements**

Roadway Segment	Improvements
Y Road	As part of the initial phase of construction, the Project Applicant(s) shall improve the existing Y Road as a two-lane collector road from the Highway 101/Betabel overcrossing intersection into the Specific Plan Area with one lane in each direction. The existing farm road connecting to SR 25 will also be converted to an emergency access road to ensure adequate emergency egress.
Y Road / Betabel Road / Highway 101 Overpass	Following completion of the initial phase, the Project Applicant(s) shall install a single lane roundabout at the intersection of Y Road and the Betabel Road overcrossing intersection or install a roundabout that will provide access to the northbound ramp intersections and Y Road. The layout shall also accommodate a future bicycle and pedestrian connection.
Frazier Lake Road Extension	Following completion of the initial phase of construction, the Project Applicant(s) shall construct a new two-lane road from the southeastern boundary of the Specific Plan Area to State Route 25.

**Table 3-3 Roadway Improvements Anticipated to be Funded by Project Applicant(s)' Fair Share Payments**

Roadway Segment	Improvements
SR 25 between San Felipe Road and the San Benito County limit line	Widening of the roadway between the San Benito County limit line and San Felipe Road.
SR 156/Union Road	Caltrans is planning geometric and signal improvements at the intersection as part of the SR 156 widening project. These improvements will be installed by Caltrans and the San Benito County Regional Transportation Impact Mitigation Fee ("TIMF") Program will fund a portion of this fully funded improvement.
SR 25 & Shore Road	This intersection improvement is included in the widening project for SR 25.
SR 25 & Frazier Lake Road	This intersection improvement is included in the widening project for SR 25.
SR 25/SR 156	Caltrans is planning a near-term safety improvement with the installation of a dual lane roundabout. An interchange would be installed at the intersection as part of the long-term SR 25 Caltrans widening project.
SR 25/Bolsa Road & San Felipe Road	This intersection improvement is included in the widening project for SR 25.
Shore Road & San Felipe Road	Installation of a signal at this intersection when warranted as determined by the Director.

In addition, the Project Applicant(s) shall:

1. Construct a new approximately 2.4-mile multi-use trail within the Pajaro River Park, which could be part of or connected to the off-site Juan Bautista de Anza National Historic Trail.
2. Prior to issuance of the first certificate of occupancy for SVIP, the Project Applicant(s) shall develop a Transportation Demand Management (“TDM”) program to reduce single vehicle occupancy trips. A TDM trip reduction goal of 10% for the initial phase and 15% for subsequent future phases of the net AM and PM peak trip generation will be utilized.

### 3.3.3. Multi-Modal Circulation

The SVIP transportation network will provide several alternatives for non-motorized circulation. As illustrated in [Figure 3.8 Bikeways and Pedestrian Circulation](#), a multi-use trail will extend from Y Road north through the new Pajaro River Park. A cross section of the trail is shown in [Figure 3.9 Class I Multi-Use Trail](#). This trail could serve as a part of a future segment of the regional De Anza Trail corridor, which bisects the western portion of the Specific Plan Area.

As shown in [Figure 3.8 Bikeways and Pedestrian Circulation](#), a combined pedestrian/bike path will be constructed adjacent to the Collector Road A and Local Street roadway alignments.

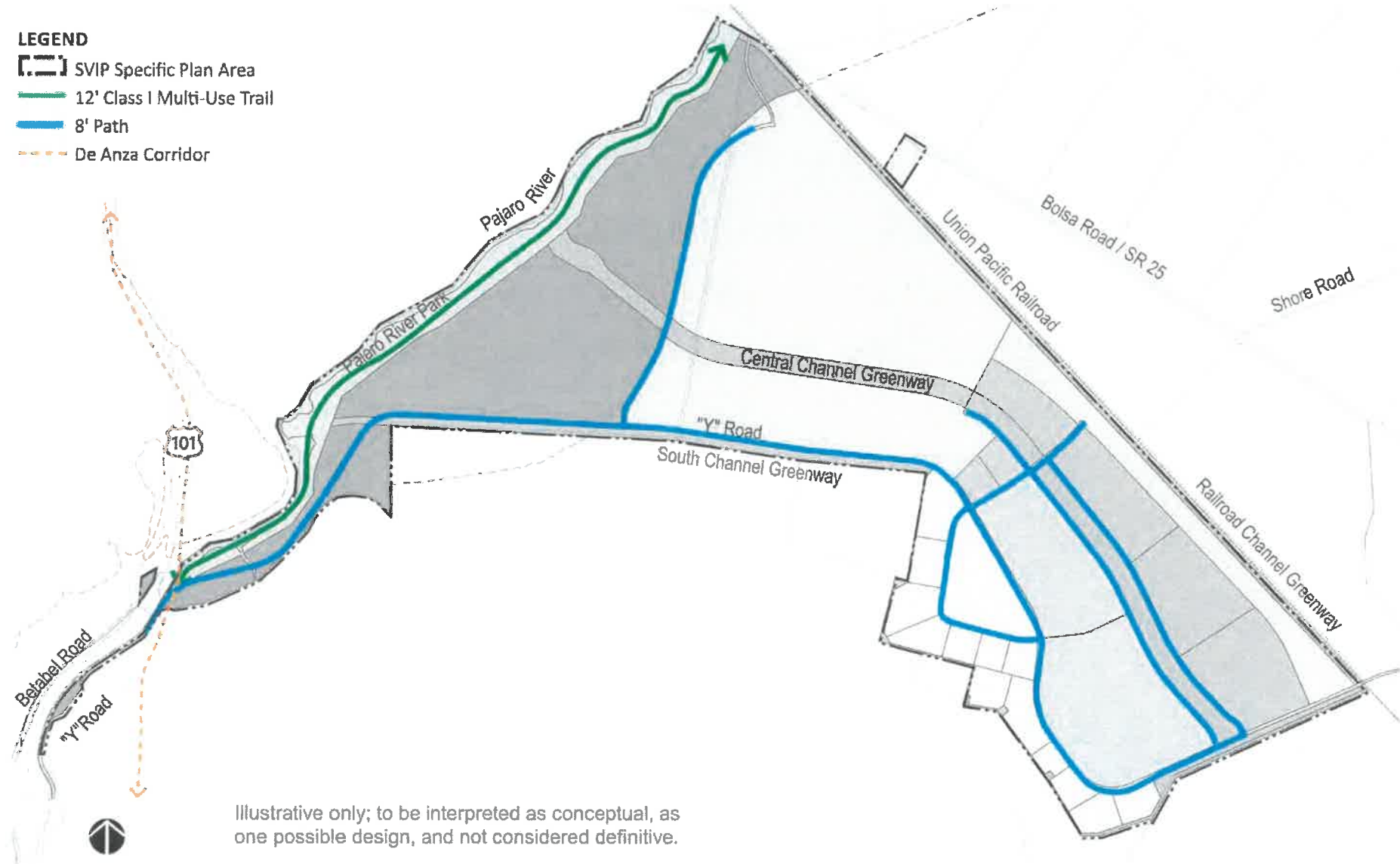
### 3.3.4. Transit Plan

Transit is an important component of the SVIP-SP, and the current transit provider is San Benito Express, offering bus service in Hollister and between many intercounty connections. This service is operated by the San Benito County Local Transportation Authority. A Transit Hub is envisioned to be located within the SVIP-C1 area, where alternative mobility choices will be organized, providing connections to outlying areas. This hub will ease traffic congestion by reducing the number and length of automobile trips, thus minimizing air quality impacts. Within SVIP, bus turnouts will be strategically located along the collector streets.

In addition, a Specific Plan Area Transportation Demand Management (“TDM”) program shall be developed to encourage environmentally friendly travel behavior choices. TDM programs generally inform employees on methods of meeting their transportation needs by carpooling, using transit, or traveling at different times. It is envisioned that partnerships with existing transportation companies will facilitate ride sharing, which could be implemented through an on-line web portal.



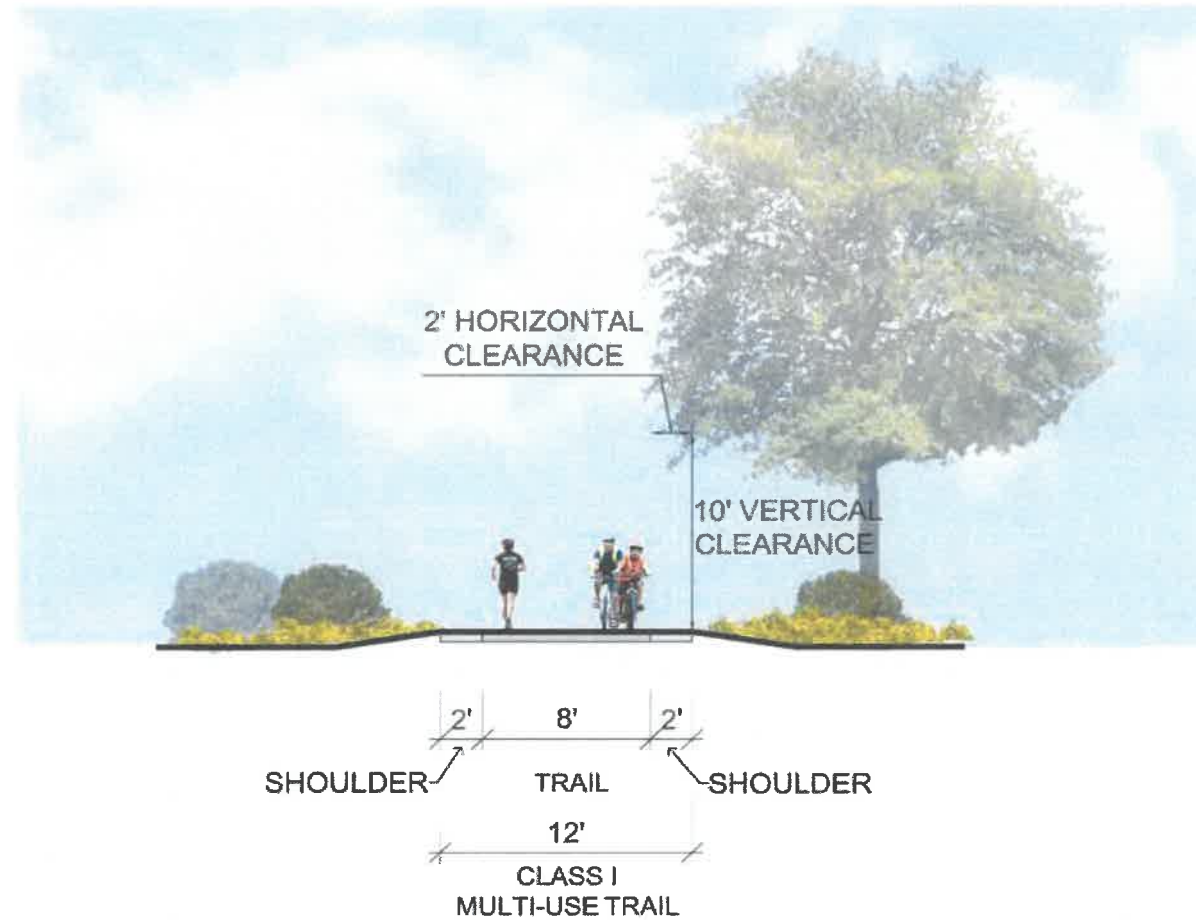
Figure 3.8 Bikeways and Pedestrian Circulation



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Figure 3.9 Class I Multi-Use Trail



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Illustrative only; to be interpreted as conceptual, as one possible design, and not considered definitive. Tree / landscaping represents a possible future condition for illustrative purposes only, not a condition at completion of construction.

### 3.4. Parks and Greenways

The Pajaro River Park and Channel Greenway areas together encompass approximately 474 acres of open space. These areas will provide locations for environmental restoration, vegetative buffers, stormwater management, and passive recreation.

#### 3.4.1. Pajaro River Park

A central goal of the SVIP-SP is the creation of a new Pajaro River Park, a 209-acre area extending more than three miles adjacent to the Pajaro River. This park will provide ecological and hydrological functions, while also serving as a buffer between the Pajaro River and areas that will remain in agriculture use.

Agriculture activities shall not be allowed within the Pajaro River Park; instead, human activities such as passive recreation, community gardens, hiking, wildlife observation, and water resource management shall be promoted.

Construction of the Pajaro River Park will result in an increase in flood storage volume of approximately 830 acre-feet for the 100-year floodplain.

The existing banks of the Pajaro River shall be preserved and the area restored to a natural state, providing a natural habitat area, consistent with regulatory requirements. The Pajaro River Park will also serve an important role in the water resources management plan, collecting seasonal storm water runoff that will infiltrate the ground and recharge the groundwater. One of the major functions of the park will be

to connect habitat areas by forming a continuous band. The park will link isolated areas to create new natural environments that will benefit natural areas outside the boundaries of the Specific Plan Area.



Historically, seasonal ponds and marshes, as well as wet meadows, occupied the flat ground adjacent to the river where stormwater collects to support native plants and wildlife, and replenish groundwater. These areas will be recreated in the Specific Plan Area so that surrounding areas may provide more natural hydrologic patterns of wet and dry conditions. This recharge will help to offset groundwater withdrawn for potable use in the Specific Plan Area, with the ultimate goal being the achievement of a net zero water balance.

Additional park land will be constructed adjacent to and east of this new riparian habitat to create a new, publicly accessible and regionally serving park that will include a 2.4-mile multi-use trail, benches, and interpretive signage.

#### 3.4.2. Channel Greenway

Located within the center of the Specific Plan Area and along the perimeter, the Channel Greenway areas (approximately 265 acres) serve several functions including the provision of open space, buffer zones, and stormwater management.

As described in [Section 3.2.1, Land Use Plan Organization](#), the Central Channel Greenway is a linear storm drainage area that extends longitudinally across the Specific Plan Area from east to west. Stormwater from adjacent areas shall be treated before discharging into the central drainage swale where runoff will be stored for irrigation use or conveyed to storage facilities.

Additionally, smaller Channel Greenway areas provide a buffer along the Union Pacific Railway line to the north (Railroad Channel Greenway), and along the eastern and

southern boundaries (South Channel Greenway). These areas will capture drainage and connect the space between the developed area and the site boundary and provide a buffer along the eastern, northern, and southern Specific Plan Area boundaries.



### 3.5. Proposed Grading

Mass grading activities in the Specific Plan Area will result in a balanced earthwork operation, requiring no new export or import of fill or off-site trucking. Potential sources of fill material could originate from designated on-site landslide remediation areas with limited development potential due to geotechnical and biological impacts. Necessary corrective grading measures will be developed and implemented in accordance with geotechnical engineering recommendations and may incorporate landform contour grading techniques consistent with the surrounding terrain and the region.

Due to the technical requirements associated with the construction and operation of automotive test track facilities and a driver experience center, as well as other commercial development, significant on-site grading may be required. However, given the large Specific Plan Area site and the relatively low intensity of development, the proposed grading plan will seek to be consistent with the natural topography to the furthest extent feasible, where the natural topography is moderately sloped.

The mass grading operation shall address material losses associated with the use of soils that have been actively farmed in the past. Additionally, geotechnical corrective grading may be required for slope banks, soft soil, and liquefaction remediation. The mass grading operations will be phased to coincide with the phasing of the Specific Plan Area as closely as possible. Each phase of the mass grading operation will consider earthwork balance and the required timing of infrastructure that presents constraints on the

operation, or other techniques necessary to minimize grading areas.

### 3.6. Integrated Water Management System

The Specific Plan Area overlies the Bolsa Area sub-basin of the Gilroy-Hollister Groundwater Basin, so potable water will be derived from groundwater.

SVIP will be a 100% self-sufficient water production, treatment, and distribution system along with a self-sufficient wastewater collection and treatment system, all of which will be designed to meet or exceed all regulatory requirements. Achieving this requires disposal of all wastewater in a manner consistent with regulatory requirements, accounting for seasonal fluctuations and peak day conditions, which vary the volume of wastewater generated.

All water and wastewater treatment facilities shall be designed and constructed on an as-needed basis corresponding with SVIP phasing. The location of water and wastewater treatment facilities is currently envisioned to be located adjacent to the northerly Collector Road B, which is shown in [Figure 3.4: Conceptual Street Network](#).

Several new production groundwater wells will be located between the northwestern end of the Specific Plan Area and the Pajaro River to provide groundwater from the local deeper aquifer zone. Well location, treatment facilities, booster pumps, and final design will depend on hydro geological evaluations and aquifer testing results to be performed in advance of final system design. All potable

water and wastewater treatment infrastructure and associated distribution systems shall be privately constructed and operated. The alignment of the distribution systems will generally be located within the right-of-way of the roadway alignments, which are shown in [Figure 3.4: Conceptual Street Network](#).

With the exception of emergency conditions, wastewater disposal into the Pajaro River will not occur. Therefore, wastewater shall be treated based on meeting California Title 22 reuse standards, as may be amended from time to time, dependent upon end use, which is commonly referred to as recycled water.

The fact that recycled water will be reused means that while the water and wastewater infrastructure systems are separated, from a holistic perspective they are considered one integrated system. This is because how the recycled water is reused affects capacities of the systems as well as required treatment processes. There are two options; each option provides integrated water and wastewater infrastructure systems for SVIP.

For both options, it is assumed that the agricultural irrigation demand will be met directly from existing or new non-potable wells with no storage or booster pumps needed, similar to the historical operations.

### 3.6.1. Option 1: Non-Potable Reuse of Recycled Water for Irrigation Purposes

Option 1 would use the recycled water generated from an on-site Water Reclamation Facility (“WRF”) for landscape irrigation and other non-potable uses, such as wet tracks,

dust control, cooling towers, and dual plumbed buildings for toilet flushing. This option requires two water distribution systems, one for potable water and one for recycled water, both sized to meet their respective demand requirements.

Both systems will be supplied from new or existing wells located within the Specific Plan Area. Water for potable use will pass through a treatment facility and be stored in one or more storage tanks. A network of distribution pipelines and booster pump stations shall be constructed, typically within or in close proximity to street rights-of-way. These facilities shall be designed to accommodate the potable water demand as well as the necessary fire flows for the various land uses.

Untreated well water would also be discharged directly into one or more recycled water storage tank(s) as necessary to meet non-potable demand requirements. Recycled water from the WRF would also be discharged into the recycled water storage tank(s) for use in the non-potable (recycled) water distribution system.

Recycled water from the WRF would be continually produced since it is a product of the wastewater generated by potable water used within the Specific Plan Area. During most of the year, there would be sufficient demand to dispose of the recycled water. However, during maximum day wastewater flows and periods of wet weather, excess recycled water would need to be stored for later use. The amount of storage needed will depend upon regulatory approval.

### 3.6.2. Option 2: Indirect Potable Reuse of Treated Wastewater for Groundwater Augmentation

Option 2 would use the recycled water for Indirect Potable Reuse (“IPR”). Wastewater treated at the WRF would be similar to that of Option 1, but with additional advanced treatment to further purify the water to near potable water quality. This advanced treated recycled water would then be injected into the groundwater basin. After a period of time in the groundwater aquifer, the water can be used for potable water consumption.

Option 2 only requires one water distribution system for potable water, which would also be used for landscape irrigation, wet tracks, dust control, cooling towers, etc. Tracks requiring water use would utilize a system of large cisterns for water storage. A distribution and collection system would recirculate water to minimize loss and avoid additional usage for track activities.

As part of the advanced treatment process, a stream of brine would be created. An evaporation pond(s) would be constructed within the Specific Plan Area where liquid would be evaporated leaving the salt of the brine in the ponds. Deep ground injection wells would also be constructed to provide increased brine disposal capacity, and serve as a backup disposal option.

Similar to Option 1, a network of distribution pipelines and booster pump stations would be constructed, typically within or in close proximity to street rights-of-way. These facilities would be designed to accommodate the potable water

demand as well as the necessary fire flows for the various land uses.

### 3.7. Drainage & Stormwater Treatment

A system of stormwater detention and treatment facilities (collectively stormwater facilities) shall be privately constructed and maintained throughout the Specific Plan Area. Stormwater generated on site shall be directed to one or more facilities (e.g. bioretention areas, swales, basins) that will collect, detain, and passively treat stormwater to remove pollutants. This process will allow for partial infiltration and recharge of the aquifer through percolation, and will not cause a draw down on water to other users within the County.

Stormwater shall be conveyed from the central areas of the Specific Plan Area to the Central Channel Greenway and then into the Pajaro River Park. The Pajaro River Park will be fed by flows draining through the Specific Plan Area, originating from both on-site drainage areas and upstream watersheds. Any on-site generated runoff will be intercepted by stormwater facilities to remove pollutants and provide a limited amount of infiltration into the ground. Excess water will discharge through various conveyances such as open channels or storm drain pipes to one of three main drainage channels crossing the site. These three channels, the Central Channel Greenway, Railroad Channel Greenway, and the South Channel Greenway will flow from east to west, and will discharge into basins within the Pajaro River Park.

The largest of the three drainage areas will be Central Channel Greenway which will collect both on- and off-site flows. This area will be designed to detain and treat any on-site flows that may not be addressed before reaching the Pajaro River Park. Proposed as a 3.3-mile drainage corridor covering an area of approximately 129 acres, the Central Channel Greenway will vary in width, but generally be approximately 320 feet wide (measured from the top of bank) and nine feet deep. The second largest drainage corridor is the Railroad Channel Greenway, which is approximately 100-feet wide and six feet deep, designed to carry 3,000 cfs of off-site runoff over 3.3 miles. The South Channel Greenway is the smallest of the three at approximately 116-136 feet wide and six feet deep, designed to carry 1,500 cfs of off-site runoff over 2.4 miles.

Proposed channels will minimize erosion by designing for low velocities or incorporating protective linings or vegetation. Applicable legal requirements, including requirements set by the Central Coast Regional Water Quality Control Board, as may be adopted/amended from time to time, will govern the design of the channels, water quality features, and other stormwater management facilities. This system will be designed to provide adequate flood protection and water quality for the various proposed land uses and protect the functions and values of the Pajaro River.

The 2.4-mile long Pajaro River Park will be adjacent to the east edge of the Pajaro River and will become an asset to communities downstream once the SVIP-SP is implemented. The park has been designed to ensure that peak flow rates,

flow volumes, and pollutant loads leaving the Specific Plan Area are maintained at existing levels, if not reduced.

The Pajaro River Park is anticipated to add about 830 acre-ft of stormwater storage volume to the 100-year floodplain.

As required by applicable law, the Specific Plan Area's stormwater management system will meet or exceed all regulatory requirements and will be capable of handling historic and expected levels of "run on" drainage (from areas south and east of the Specific Plan Area site) and Specific Plan Area-related stormwater runoff. Historic flows of storm runoff to the Pajaro River will be maintained or reduced by mimicking historic runoff volumes and peaking characteristics. The stormwater management system will also maintain or improve the quality of stormwater reaching the Pajaro River, as compared to existing conditions. Proposed drainage and flood control facilities and improvements will be constructed and maintained pursuant to the San Benito County Code of Ordinances, as may be amended from time to time.



### 3.8. Dry Utilities

Gas and electric service for the Specific Plan Area is currently provided by Pacific Gas & Electric (PG&E).

It is anticipated that PG&E, as the current provider, will be responsible for operating and managing gas and electric lines within the Specific Plan Area. It is anticipated that these utility services will be provided through extension of existing facilities adjacent to the Specific Plan Area.

### 3.9. Solid Waste

The San Benito County Integrated Waste Management Regional Agency administers a countywide exclusive franchise contract (including the cities of Hollister and San Juan Bautista) for solid waste collection operations through a private hauling firm, which is currently Recology. No transfer or recycling stations currently exist in the County, and Recology uses curbside separation, via separate carts for garbage, greenwaste, and recyclables, and collection as the primary mode of collection. Recology transports collected waste to the John Smith Road Landfill, which is owned by San Benito County and currently operated by Waste Solutions Group of San Benito, LLC.

It is anticipated that the current, and any future, County waste providers will be responsible for providing solid waste and recycled waste collection and disposal for the Specific Plan Area.



Chapter 4

# DEVELOPMENT STANDARDS

#### 4.1. Introduction

Development Standards constitute the principle means of implementation of the guiding principles of the Specific Plan. The following regulations, together with [Appendix A: Design Guidelines](#), set forth the standards intended to carry out the vision established in the first chapter of this document, and form the foundation upon which planning and implementation decisions will be based. The Development Standards are intended to prescribe permitted uses and standards, while still allowing for flexibility.

Application of the following standards is intended to allow for the most appropriate use of the land, ensure the highest quality of development, and protect the public health, safety, and general welfare. Upon adoption of the SVIP-SP, the standards established herein will be the governing zoning ordinance for land uses within the Specific Plan Area. Whenever the permitted uses and standards contained herein conflict with those contained in the San Benito County Code of Ordinances, the provisions of the SVIP-SP shall take precedence. Where the SVIP-SP is silent, the San Benito County Code shall apply.



INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

## 4.2. Allowed Uses

Land Use development regulations within SVIP-SP have been organized into two categories: Commercial & Industrial and Park & Channel Greenway land uses.

Land uses in [Table 4.1 Commercial & Industrial Land Uses](#) and [Table 4.2 Park & Greenway Land Uses](#) are grouped into general categories based on common function, product, or compatibility characteristics. These allowed use categories are called “use classifications.” Use classifications describe one or more uses having similar characteristics but do not list every use or activity that may appropriately be within the classification.

Use regulations in [Table 4.1 Commercial & Industrial Land Uses](#) and [Table 4.2 Park & Greenway Land Uses](#) are shown using the following symbols:

**Permitted (P):** Uses permitted by-right that are reviewed administratively by San Benito County.

**Conditional Use Permit (C):** Uses subject to discretionary review and approval by the San Benito County Planning Commission.

**Not Permitted (-):** Uses are not allowed/permitted.

Agriculture is a central component of the SVIP-SP, which protects approximately 562 acres exclusively for agriculture uses by identifying a portion of the Specific Plan Area as SVIP Agriculture (SVIP-A), to ensure that these historical uses remain a part of the Specific Plan Area. As such, the land uses allowed in the area identified SVIP-A shall be only those uses

allowed in agricultural districts pursuant to the SBCCO, as may be amended from time to time.

Within the Specific Plan Area, all other land areas and structures/facilities therein are intended to be developed, divided, and/or used for those activities listed in [Table 4.1 Commercial & Industrial Land Uses](#) and [Table 4.2 Park & Channel Greenway Land Uses](#). The tables also include references to generally applicable SBCCOs that the County uses to regulate development.

Refer to [Chapter 5: Implementation](#) for the procedure to address conditions where a use is not identified in this section, or other questions regarding interpretation of the Development Standards.



**Table 4.1 Commercial & Industrial Allowed Land Uses**

Use	SVIP - C-1	SVIP - C-2	SVIP - IC-1	SVIP - IC-2	SVIP - IC-3	SVIP - IC-4
<b>Agriculture</b>						
Uses pursuant to the SBCCO for agricultural districts, as may be amended from time to time	Per SBCCO	Per SBCCO	Per SBCCO	Per SBCCO	Per SBCCO	Per SBCCO
<b>Business, Professional Services</b>						
Activities related to future mobility, including the usage of drones	P	P	P	P	P	P
Business support services	P	P	P	P	P	P
Research & development, including labs and wind tunnels	-	-	P	P	P	P
Private security services	P	P	P	P	P	P
Professional & administrative offices	P	P	P	P	P	P
<b>Hospitality &amp; Entertainment Facilities</b>						
Bed and breakfast inns	P	P	-	-	-	-
Conference centers / hotels, including extended stay accommodation	P	P	-	-	-	-
<b>Light Industrial</b>						
Automotive testing facilities	-	-	P	P	P	P
Data center, including processing and storage	P	P	P	P	P	P
E-Commerce facility, including distribution and fulfillment center	P	P	P	P	P	P
Light manufacturing and assembly	-	-	P	P	P	P
Office / industrial flex space	P	-	P	P	P	P

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Use	SVIP - C-1	SVIP - C-2	SVIP - IC-1	SVIP - IC-2	SVIP - IC-3	SVIP - IC-4
Warehouse/distribution & logistics, including refrigerated storage and “high cube”	-	-	P	P	P	P
<b>Medical Services</b>						
Medical offices to serve on-site uses	P	P	-	-	-	-
Outpatient/urgent care clinic to serve on-site uses	P	P	P	P	-	-
<b>Personal Services</b>						
Salons, day spas (as accessory uses)	P	P	-	P	-	-
Dry cleaners, tailors, & dressmakers	P	P	-	-	-	-
Car wash (as an accessory use)	P	-	P	P	P	P
Vehicle service/repair	-	-	P	P	P	-
<b>Infrastructure/Utility/Energy</b>						
Solar photo-electric generating and storage systems, including rooftop, carport, and ground mounts	P	P	P	P	P	P
Biomass energy facilities & projects	-	C	-	-	C	-
Irrigation, flood control, & drainage facilities, percolation basins, groundwater recharge wells, & evaporation ponds	P	P	P	P	P	P
Public buildings and grounds including police and fire stations	P	P	P	P	P	P

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Use	SVIP - C-1	SVIP - C-2	SVIP - IC-1	SVIP - IC-2	SVIP - IC-3	SVIP - IC-4
Utility structures such as communications equipment and buildings, electric distribution substations, electric transmission lines, pumping stations, & reservoirs	P	P	P	P	P	P
Wastewater treatment plant	-	P	P	P	P	P
Wind generating facilities	P	P	P	P	P	P
<b>Recreational &amp; Cultural</b>						
College or other learning centers	P	P	P	-	P	-
Community facilities & institutions including religious & charitable	P	P	-	-	C	-
Day care facility to serve on-site uses	P	-	P	P	-	-
Driver experience center	-	-	P	P	P	P
Gymnasiums and spas	P	P	P	-	P	-
Museum	P	P	P	P	P	P
Open air plazas, parks	P	P	P	P	P	-
Public event venues, including but not limited to driver training and public agency training	P	P	P	P	P	P
<b>Retail</b>						
Bars and taverns	P	-	C	P	-	-
Commercial wedding venues	P	-	P	P	-	-
Farmer's market	P	P	P	-	-	-
Fast food, including drive through restaurants	P	P	P	-	-	-

Use	SVIP - C-1	SVIP - C-2	SVIP - IC-1	SVIP - IC-2	SVIP - IC-3	SVIP - IC-4
General retail including grocery and drug stores	P	P	-	-	-	-
Restaurants, cafes, nightclubs	P	P	P	P	-	-
Retail shops and services	P	P	P	P	P	P
Vehicle sales and leasing	-	P	P	P	-	-
<b>Transportation &amp; Communication</b>						
Alternative fuel vehicle service stations	P	P	P	P	P	P
Gasoline fueling and automobile service stations	P	P	P	P	P	-
Parking structures above & below ground, including fleet parking	-	P	P	-	P	-
Rail or bus station	-	P	-	-	-	P
Truck stop including service station, restaurant, maintenance, & overnight facilities	P	-	P	-	P	-
Wireless telecom facilities, transmission towers, satellite dishes	P	P	P	P	P	P



**Table 4.2 Park & Channel Greenway Allowed Land Uses**

Use	SVIP - PRP	SVIP - CG
<b>Agriculture</b>		
Uses pursuant to the SBCCO for agricultural districts, as may be amended from time to time	-	Per SBCCO
<b>Recreation, Cultural &amp; Conservation</b>		
Multi-use trails	P	P
Passive, low-intensity recreational uses, including open space	P	P
Parking and staging area for recreation access	P	-
Restrooms	P	-
Farmer’s market	P	-
Community gardens	P	-
Habitat observation decks, interpretive signage benches, bike racks, trash receptacles, and other associated recreation amenities	P	-
<b>Infrastructure / Utility / Energy</b>		
Recreation and maintenance access roads	P	P
Irrigation, flood control, & drainage facilities, percolation basins, and groundwater recharge wells	P	P
Solar Panels	-	P
Stormwater management facilities	P	P
Water and sewer lines	P	P
Dry utilities	P	P
Maintenance support buildings	P	P

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INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

### 4.3. Density and Intensity of Land Uses

The ultimate development intensity of SVIP may vary from [Figure 3.1 Conceptual Land Use Plan](#) provided that any cumulative proposed development remain within the maximum buildout specified within the SVIP-SP (see [Chapter 5: Implementation](#)).

[Table 4.3 Development Standards](#) provides intensity standards to guide development. These regulations have been designed to provide flexibility in site design while ensuring a consistent and coordinated built environment. Maximum floor area ratio (FAR) standards incorporate building square footage and exclude areas used for structured parking. FAR is calculated by dividing the sum of development square footage proposed for an individual parcel by the total area of the parcel in square feet.



Table 4.3 Development Standards

Type	SVIP-C-1	SVIP-C-2	SVIP-IC-1	SVIP-IC-2	SVIP-IC-3	SVIP-IC-4	SVIP-A	SVIP-PRP	SVIP-CG
<b>Parcel Size</b>									
Minimum lot size (sf)	10,000	10,000	n/a <sup>1</sup>	n/a <sup>1</sup>	n/a <sup>1</sup>	n/a <sup>1</sup>	n/a	n/a	n/a
Maximum lot coverage (%)	50	25	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Minimum street frontage – interior & corner lot (sf)	100	100	200	200	200	200	n/a	n/a	n/a
<b>Setbacks – Minimum (ft) <sup>2</sup></b>									
Front – Collector Road	20	n/a	50	50	50	50	n/a	n/a	n/a
Front – Local Street	20	n/a	20	20	20	20	n/a	n/a	n/a
Rear	0	0	0	0	0	0	n/a	n/a	n/a
Side – interior	0	0	0	0	0	0	n/a	n/a	n/a
Side – corner, street	10	10	25	25	25	25	n/a	n/a	n/a
Drive aisles and parking <sup>3</sup>	10	10	18	18	18	18	n/a	n/a	n/a
Architectural encroachments <sup>4</sup>	10	5	5	5	5	5	n/a	n/a	n/a
Railway – building	n/a	100	n/a	n/a	n/a	100	n/a	n/a	n/a
Railway – parking, paved areas	n/a	50	n/a	n/a	n/a	50	n/a	n/a	n/a
<b>Building Height (ft) <sup>5</sup></b>									
Maximum	45	35	55	45	45	35	25	25	25
High-cube logistics uses	n/a	n/a	100	n/a	n/a	n/a	n/a	n/a	n/a

Type	SVIP-C-1	SVIP-C-2	SVIP-IC-1	SVIP-IC-2	SVIP-IC-3	SVIP-IC-4	SVIP-A	SVIP-PRP	SVIP-CG
Landscaping (ft)									
Perimeter – Collector Road A	5	5	10	10	10	10	n/a	n/a	n/a
Perimeter – Local Street	5	5	5	5	5	5	n/a	n/a	n/a
Parking lot shade coverage (%) <sup>6</sup>	40	40	25	40	25	25	n/a	n/a	n/a

Notes:

1. Lot size shall be large enough to accommodate the proposed land use and meet all the minimum development standards imposed by this Specific Plan.
2. Setbacks for temporary and habitable accessory structures same as primary buildings. Excludes non-habitable structures such as track enclosures, utility vaults, etc.
3. Entire setback shall be landscaped. Landscaping shall include plantings (trees, shrubs, groundcovers, natural grasses and/or vines) and may include walkways, benches, trellises, thematic fencing and/or walls, and related amenities.
4. Architectural encroachments include cornices, eaves, canopies, awnings, etc. assuming adequate emergency access can be maintained.
5. Building height as measured from the finished floor to the highest point for buildings with flat roofs or the midpoint of a gabled roof. Architectural features and appurtenances that complement the design of a building, as well roof-top mechanical equipment, are exempt for the height limit up to 10 feet. Transmission and communications equipment are exempted from height limits.
6. Sufficient trees shall be planted in the parking lots (excluding truck courts) so that 15 years after the development construction is completed, an average of at least X percent (as identified) of the vehicle parking lots total area during the course of a day will be shaded. Landscaping plans submitted for the parking lots shall include a tree cover survey that shows the extent of shade 15 years following the date of completion of construction.

n/a = not applicable

#### 4.4. Parking Standards

##### 4.4.1. Applicability

Parking standards apply to all land uses, buildings, additions, enhancements, and modifications to existing land uses or structures which cause a need for additional parking. For any use not specified in this section, the Director or his/her designee shall have the authority to determine the appropriate parking requirements based upon similarities between parking generation characteristics of the proposed use with other similar identified uses.

##### 4.4.2. Required Parking

Parking within the Specific Plan Area shall conform to the provisions of this Specific Plan and the generally applicable provisions of the San Benito County Code, as may be amended from time to time. Shared parking between adjacent, separate uses is allowed subject to review by the San Benito County Resource Management Agency.

##### 4.4.3. Reduction in Required Parking

A reduction in the total number of otherwise required parking stalls may be approved, provided that the Project Applicant(s) provides a parking study adequately demonstrating that a reduction in parking is warranted due to the unique characteristics of the use, its operations, or its location within or proximate to a multi-modal center, and that adequate parking will be provided. Charging stations shall be counted as a parking space.

#### 4.5. Signage

##### 4.5.1. Application

All signage within the Specific Plan Area shall conform to the provisions of this Specific Plan and the generally applicable provisions of the San Benito County Code, as may be amended from time to time. Specifically, proposed signage in the Specific Plan Area shall be reviewed and approved by San Benito County pursuant to the provisions of [Chapter 5: Implementation](#) and the general signage guidelines included within [Appendix A: Design Guidelines](#).

#### 4.6. Outdoor Lighting

##### 4.6.1. General Requirements

The following general requirements pertain to outdoor lighting. Additional measures are included within [Appendix A: Design Guidelines](#).

- Public street lighting and lighting within public spaces within the Specific Plan Area shall be installed in accordance with state and local requirements for public safety.
- All exterior lighting shall be designed and located to minimize power consumption and to confine direct rays to the premises.
- Lighting fixtures shall be consistent in style, color, and materials in order to maintain uniformity throughout the community.

- Lighting styles shall tie into architectural styles and provide sufficient illumination for the safety and well-being of the community.
- The use of “night sky friendly” lighting fixtures and equipment is recommended for all public and private outdoor spaces wherever feasible.

#### 4.6.2. Street Lighting

Street lighting within the Specific Plan Area shall be designed to be night sky friendly. All lighting shall be energy efficient, using LED or technological equivalent.

#### 4.6.3. Environmental Management & Protection

Consistent with State law, all future discretionary actions required for development within the Specific Plan Area are subject to environmental review in accordance with the California Environmental Quality Act (“CEQA”). Said compliance will likely include the identification of certain required mitigation measures, and nothing herein will prevent the implementation of any such measures as a condition of development within the Specific Plan Area. In addition, this Specific Plan anticipates that resource agency permits required for Specific Plan development will include measures for the avoidance, minimization, and mitigation of impacts on certain natural resources.

Chapter 5

**IMPLEMENTATION**

### 5.1. Introduction

The chapter establishes the controlling legislative policies regarding the implementation of development of the Specific Plan Area. This chapter describes the Specific Plan’s implementation action plan, funding and financing strategy, and administration of those legislative policies.

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 - 65457) grants local jurisdictions the authority to adopt specific plans to implement the goals of their general plan. The California Government Code requires that all specific plans provide “a program of implementation measures, including regulations, programs, public works projects, and financing measures” needed to carry out the proposed land use, infrastructure, development standards, and criteria. This chapter fulfills this requirement, and upon adoption of the SVIP-SP, the procedures established herein shall become applicable to future development in the Specific Plan Area.

### 5.2. Administration

This Specific Plan has been prepared in accordance with California Government Code Section 65451, which sets forth the basic content of specific plans.

The San Benito County Resource Management Agency (“RMA”) is responsible for the administration, implementation, and enforcement of this Specific Plan. The primary administrator of the Specific Plan is the San Benito

County RMA Director (“Director”). As used herein, Director shall include his/her authorized designee.

This Specific Plan is consistent with the County’s General Plan, as amended by the Initiative. Development within the Specific Plan Area shall be subject to this [Chapter 5: Implementation](#).

Pursuant to the San Benito County Code of Ordinances (hereafter referred to as the “SBBCO” or “San Benito County Code”), if there are any inconsistencies or conflicts between the requirements of the Specific Plan and the requirements of the San Benito County Code or other applicable legislative County rule, regulation, or policy, as they currently exist or may be amended (collectively, and exclusive of the General Plan as amended by the Initiative), the provisions of this Specific Plan take precedence, control, and govern in the Specific Plan Area.

All references to the San Benito County Code in this Specific Plan shall be to the San Benito County Code as may be amended from time to time, unless otherwise specifically set forth in the Specific Plan.

Any activities regulated by the San Benito County Code but not addressed in the Specific Plan shall be subject to the San Benito County Code, unless application of those regulations would frustrate the policy, purpose, or objectives of the Specific Plan. To the extent any San Benito County Code regulations would frustrate the policy, purpose, or objectives of the Specific Plan, such regulations shall not apply.



Development within the Specific Plan Area shall comply with all federal, state, and local building codes in force at the time of building permit issuance.

### 5.3. Initial County Entitlements

Adoption of this Specific Plan is a part of the citizen’s Strada Verde Innovation Park Voter Initiative (“Initiative”). The Initiative amends the San Benito County General Plan to redesignate the Specific Plan Area from Agricultural (A) and Rangeland (RG) to Strada Verde Innovation Park Specific Plan (SVIP-SP) and make other conforming amendments and includes certain other legislative actions. Specifically, the Initiative includes the following amendments to County planning documents:

1. Redesignates the Specific Plan Area as SVIP-SP and makes other conforming amendments to the General Plan;
2. Adopts the Strada Verde Innovation Park Specific Plan; and
3. Amends the San Benito County Code to: (1) add the new Strada Verde Innovation Park - Specific Plan (SVIP-SP) zoning designation; and (2) Amend the County's Zoning Map to show the Specific Plan Area as zoned SVIP-SP.

### 5.4. Implementation: Subsequent Project Approvals

It is anticipated that future development under the Specific Plan may include or require the following actions or

approvals from San Benito County and/or other federal, state, and/or regional agencies, as indicated below.

#### 5.4.1. San Benito County Approvals/Permits

Implementation of the Specific Plan may include or require both discretionary and administrative approvals and/or permits from San Benito County, including but not limited to:

- Tentative (or Vesting Tentative) and final Subdivision and/or Parcel map(s)
- Design review
- Use permits
- Grading and building permits
- Development agreement between San Benito County and the Project Applicant(s)

#### CEQA Review

Consistent with State law, future discretionary actions required for development within the Specific Plan Area are subject to environmental review in compliance with the California Environmental Quality Act (“CEQA”). This Specific Plan anticipates that the discretionary actions required for Specific Plan development will include conditions of approval or other measures intended to avoid or substantially lessen the environmental impacts of the development anticipated by the Specific Plan as required by CEQA. Project Applicant(s) shall comply with any such legal requirements.

### Subdivision Approval

Implementation of the Specific Plan requires subdivision of the Specific Plan Area, which requires the submission and approval of a tentative (or vesting tentative), final, and parcel maps pursuant to the San Benito County Code and state law. It is anticipated that subdivision will be accomplished through recordation of multiple phased maps to facilitate the full implementation and build-out of the Specific Plan Area as required by the San Benito County Code and state law.

Subdivision maps shall provide for all infrastructure and offsite roadway improvements necessary to support each phase in substantial conformance with this Specific Plan as required by the San Benito County Code and state law. Large-lots maps may be appropriate and permitted for financing or sale purposes.

### Use Permits

In order to develop any uses that require a Use Permit, the Project Applicant(s) shall submit an application for the applicable Use Permit in accordance with the requirements set forth in the San Benito County Code governing applications for Use Permits, as may be amended from time to time.

### Design Review Approval

Design review for development within the Specific Plan Area will be conducted in accordance with the SVIP-SP Design Guidelines and is subject to the applicable appeal process pursuant to the San Benito County Code, as may be amended from time to time.

In conducting its review of project proposals within the Specific Plan Area, the County shall apply the design guidelines established in [Appendix A: Design Guidelines](#) and the development standards established in [Chapter 4: Development Standards](#) as the sole design guidelines and development standards applicable to development within the Specific Plan Area, except in instances where the Specific Plan is silent and where the San Benito County Code contains applicable regulations, as discussed in [Section 5.2 Administration](#), above.

This design review may occur concurrently with the processing of other project application(s) (e.g., use permit or tentative map). The Director shall approve an application for design review for projects in the Specific Plan Area that meet the purpose and intent of the Specific Plan Design Guidelines. The Director may disapprove an application for design review only when the Director makes written findings, based on substantial evidence, that the project application is not in substantial conformance with specific applicable design guideline(s) (see [Appendix A: Design Guidelines](#)).

#### 5.4.2. Federal Approvals/Permits

Development of the Specific Plan Area may include or require approvals or permits from certain federal agencies, including but not limited to:

- United States Fish and Wildlife Service
- United States Army Corps of Engineers

### 5.4.3. State and Regional Agency Approvals/Permits

Development of the Specific Plan Area may include or require discretionary approvals or permits from certain state and regional agencies, including but not limited to:

- California Department of Fish and Wildlife ("CDFW")
- California Department of Toxic and Substance Control ("DTSC")
- California Department of Transportation
- Regional Water Quality Control Board ("RWQCB")
- Monterey Bay Air Resources Board ("MARB")
- Santa Clara Valley Transportation Authority ("VTA")

## 5.5. Substantial Conformance

### 5.5.1. Purpose and Standard

In general, the expectation is that all aspects of future development within the Specific Plan Area are completed and implemented through buildout in substantial conformance with the Specific Plan. The overriding objective is to attain the highest quality project consistent with the site plan, design, conditions, and commitments associated with any original approval. Thus, all subsequent future development in the Specific Plan Area shall be in substantial conformance with the Specific Plan.

A subsequent application for development within the Specific Plan Area may be found to be in substantial conformance with this Specific Plan even if said application for development does not conform precisely to this Specific

Plan. Approval may nonetheless be granted if substantial conformance exists when evaluated in the context of the overall project goals, innovative features, and vision of this Specific Plan.

The Director shall have the responsibility to interpret the provisions of the Specific Plan. If an issue or situation arises that is not sufficiently provided for in the Specific Plan or is outside its scope, the Director shall be guided by the purpose and intent of the Initiative, the Specific Plan, and the interpretation provisions of the San Benito County Code.

If ambiguity arises concerning the appropriate classification of a particular land use, the Director shall have the authority to interpret whether the use is similar to one or more other uses permitted or conditionally permitted by the Specific Plan. If the Director interprets that the use is similar, then the use shall be permitted or conditionally permitted. Where the use is not identified in the Specific Plan and there is no similar use permitted or conditionally permitted by the Specific Plan, the Director shall have the authority to interpret whether the use is consistent with the purpose and intent of the Specific Plan. If consistent with the purpose and intent of the Specific Plan, the Director can permit the use.

In instances in which the Director finds that an application for proposed development is not in substantial conformance with the Specific Plan, the Director shall make written findings, based on substantial evidence, that the application for proposed development is not in substantial conformance with the Specific Plan. The Director's substantial conformance determinations (including with respect to minor deviations, per below) shall be subject to the

applicable appeal process pursuant to the San Benito County Code, as may be amended from time to time.

#### 5.5.2. Substantial Conformance Determinations

As indicated above, the Director may find that a subsequent application for proposed development substantially conforms with the Specific Plan when the proposed subsequent application for development is evaluated in the context of the overall project, goals, and innovative features and vision of this Specific Plan.

The Director shall determine that subsequent application(s) (including changes to existing entitlements) are in substantial conformance in cases of:

- Imposition of any additional conditions that avoid or minimize environmental effects of the Specific Plan, provided that such features or conditions are feasible and consistent with the intent and purpose of this Specific Plan.
- One or more adopted conditions that become outdated or infeasible to implement as part of the Specific Plan, but there is one or more roughly equivalent condition(s) or feature(s) that can be substituted in place of the adopted condition(s) or feature(s) and are consistent with the intent and purpose of this Specific Plan.
- Adjustments to the alignment, location and/or sizing of utilities and facilities or a change in utility and/or service provider so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency

responsible for such utilities and facilities and after review and concurrence by the Director.

- Variation at the time of final design in the density of development within each area in which commercial and/or industrial uses are permitted so long as: (1) the total density of all commercial and/or industrial areas is not exceeded; and (2) the increase in density in any single commercial and/or industrial area is not more than twenty-five percent (25%).
- Minor modifications to any of the development standards that are specifically described in this Specific Plan.
- Minor changes to the design guidelines, which are intended to be flexible in implementation.
- Modification of any design element in this Specific Plan that improves circulation, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs.
- Imposition of any codes, regulations, or other requirements by outside agencies that have authority over the Specific Plan Area.
- Any health, safety, and welfare regulations that are required.

#### 5.5.3. Minor Deviations

Without limiting the generality of the foregoing, upon written request by a Project Applicant(s) for an approval, the Director may approve minor deviations from the Specific Plan. Minor deviations are those that do not materially affect

the objectives of the Specific Plan and shall not require an amendment to the Specific Plan. Examples of minor deviations include the following:

- Providing equivalent project features;
- Deviations required to meet applicable health and safety regulations; and
- Deviations necessary to respond to actual site conditions.

This list is intended by way of example, and not by way of limitation, and shall not preclude the Director from determining that other deviations requested by a Project Applicant for an approval constitute minor deviations that do not materially affect the objectives of the Specific Plan.

Under no circumstances shall minor deviations or a substantial conformance determination allow for the following, for which an amendment to the Specific Plan shall be required:

- Any reduction to the amount of acreage designated Pajaro River Park (SVIP-PRP);
- Any changes to the requirement that the Pajaro River Park be completed following completion of the initial phase and prior to issuance of the first certificate of occupancy for any subsequent phase;
- Any reduction to the amount of acreage designated Agriculture (SVIP-A).

### 5.6. Specific Plan Amendments

Prior to the date that is 20 years after the effective date of the Initiative, the provisions of this Specific Plan can be amended only by a majority vote of the voters of the County of San Benito voting in an election held in accordance with state law.

Any amendment of this Specific Plan sought on or after 20 years after the effective date of the Initiative may be enacted without a majority vote of the voters of the County of San Benito, subject to the procedures required by applicable law.

These dates shall be tolled for a period equal to the period during which any litigation or a similar action challenging the adoption of the Specific Plan has been filed and remains active.

### 5.7. Conceptual Phasing Plan

This Specific Plan may be implemented over time and in a phased approach. Due to the unique characteristics of this project, specific details regarding phasing boundaries, timing, and specific details will be determined by the Project Applicant(s) or their designee(s) in response to market demand, rapidly changing mobility technology, availability of financing, and other factors as part of the development review process for individual development projects.

The anticipated sequence of SVIP-SP construction is shown in [Figure 5.1: Conceptual Phasing Plan](#). This sequencing envisions an initial phase as described below, and one or more future phases developed over a number of years

thereafter. As described in this chapter, future development will be responsible for the construction of both private and public infrastructure necessary to support each phase within the SVIP-SP and, in relevant circumstances (e.g. water, sewer, stormwater), in adjacent off-site areas. Given the nature of SVIP, and in order to adequately serve future development, some infrastructure will be constructed regardless of the respective phasing boundaries.

Each phase of implementation will fiscally stand alone and will not be dependent on future phase(s) for economic viability.

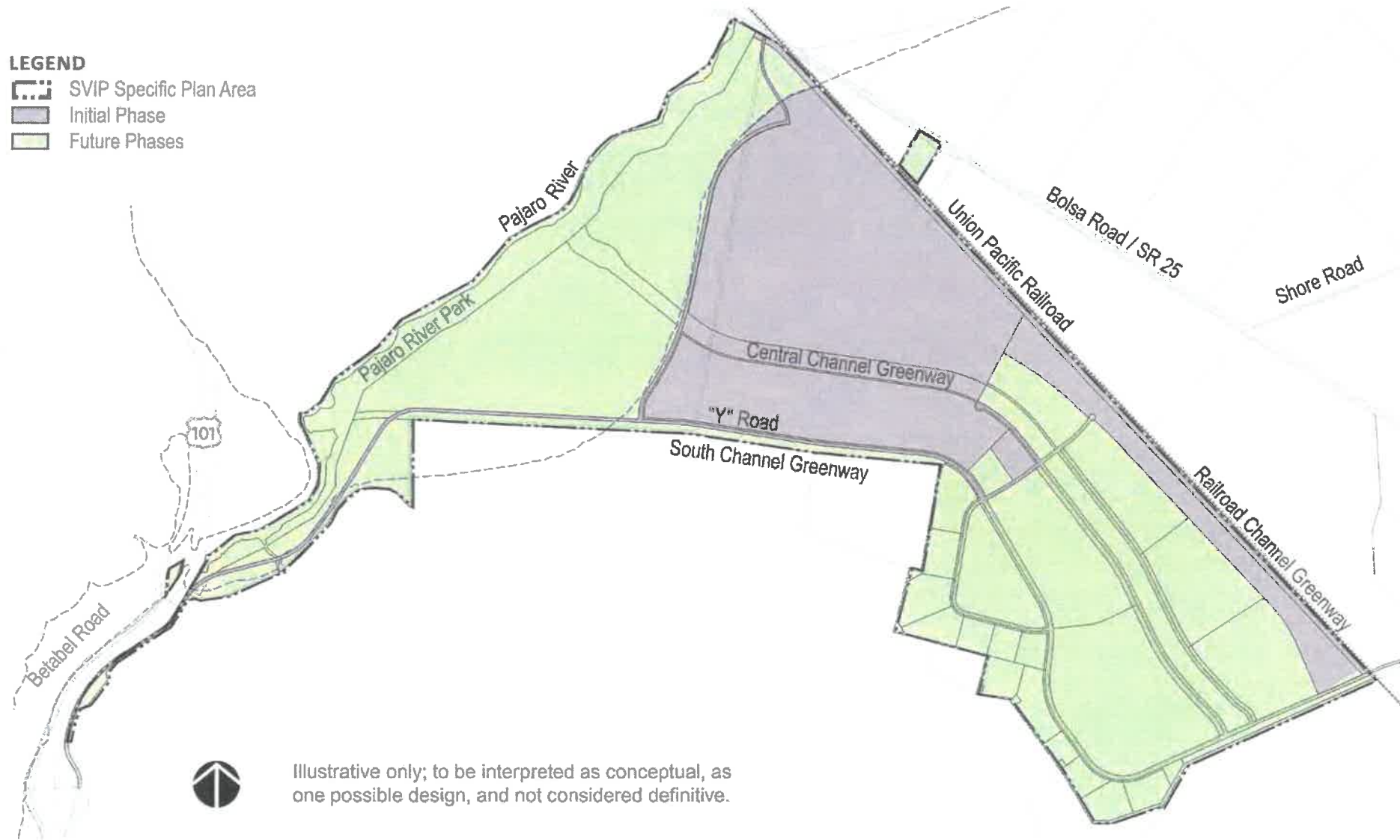
It is anticipated that the initial phase will consist of the Agriculture area (SVIP-A), Innovation Center 4 automotive testing area, and a portion of the Business Center. Primary access to the project will be from the Betabel interchange of US 101 via "Y" Road. An emergency vehicle access road will be constructed to SR 25 (to be used only in case of emergency). The accompanying infrastructure (roads, drainage channel, and utilities) will be constructed prior to or at the same time as this initial phase.

The remaining portions of the SVIP are envisioned to be developed as part of one or more future phases. Future phases will include the remaining three Innovation Centers, the remaining portion of the Commercial Core, and the Pajaro River Park (SVIP-PRP). However, notwithstanding the phasing considerations identified above, following completion of the initial phase, and prior to issuance of the first certificate of occupancy for any subsequent phase, the Pajaro River Park will be completed. The connection to SR 25 would also be constructed in response to market demand,

providing right-in/right-out only access. A number of factors will affect the construction of the future phases including financing, timing of infrastructure improvements, and trends within the automotive research and development industry.

INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

Figure 5.1: Conceptual Phasing Plan



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INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

**5.8. Financing Construction and Maintenance of Improvements**

The project authorized by this Specific Plan shall be fiscally self-sufficient (i.e., “pay its own way”) through the use of revenue sources including, without limitation, those described below.

Implementation of the Specific Plan will require that applicant(s), developer(s), property owner(s) within the Specific Plan Area, or their designee(s), assure that all on- and off-site infrastructure, facilities, and improvements required by this Specific Plan are installed, constructed, and completed on an as-needed basis.

The improvements contemplated for the Specific Plan Area may consist of elements for use by the public, as well as for exclusive use of the property owners and their tenants and guests. Once constructed, long-term maintenance of improvements will be required, and the party responsible for maintaining those improvements may vary depending on whether they are dedicated for public use or privately owned within the Specific Plan Area.

While a variety of financing techniques are available, Specific Plan development components will be installed or constructed using private financing for the great majority of the development costs. Certain elements of the improvements, however, may use assessments or community improvement district mechanisms. If used to fund improvements, however, the assessment or community improvement district will only apply to the Specific Plan Area and only be assessed against the property owner, tenants, or

occupants thereof. No resident or property owner outside of the Specific Plan Area will be included in any proposed assessment or community facility district. These provisions ensure that the Specific Plan pays its own way.

This section identifies potential financing methods that may be used individually, collectively, or in combination to fund implementation and maintenance of various improvements identified in this Specific Plan. The Specific Plan's implementation will be complemented by these improvements and directly serve and benefit not only the Specific Plan Area, but also the greater community.

These financing mechanisms are important to assure the timely financing of new improvements concurrent with Specific Plan development. The conceptual Specific Plan financing mechanisms are listed and then described in further detail in the following paragraphs:

- Development Impact Fees
- Community Improvement District(s)
- Commercial Owners Association(s)
- Other Private Financing

Specific Plan financing mechanisms may also include offers of dedication, fee dedications, and/or easements; state or federal block grants, exactions; and/or reimbursement agreements. In addition, the Specific Plan contemplates and is flexible with respect to the possible use of emerging financing mechanisms, such as payment in lieu of tax ("PILOT")



assessments or Property Assessed Clean Energy ("PACE") programs.

This summary of allowable financing mechanisms is provided as a guideline; actual implementation of specific financing mechanisms will be accomplished pursuant to established procedures, laws, and regulations applicable to such financing mechanism.

The primary conceptual financing mechanisms to be considered/used within the Specific Plan Area are described further below.

#### 5.8.1. Development Impact Fees

The County and other agencies require payment of impact or development fees to finance public improvements associated with new development. These fees are often payable either upon recordation of a final subdivision map or issuance of a building permit or certificate of occupancy, with the proceeds placed in a fund designated by the County or other agency for the construction of certain improvements.

Generally, fees are collected to fund traffic mitigation, parks and recreation facilities, community facilities, fire facilities, schools, drainage and flood control facilities, and water and sewer facilities. Such fees are discussed in various areas of this Specific Plan. Public improvements within the Specific Plan Area may be partially funded through the payment of development impact fees.

#### 5.8.2. Community Improvement District(s)

Community improvement districts are formed by local governments, upon satisfaction of certain, specific approval

requirements by the property owners and/ or businesses within a specific geographic area, to pay for enhanced community improvements, facilities or special services by securing a predictable stream of revenue. Each district must be established in accordance with the particular enabling legislation chosen to meet the needs of a given district. Each law also sets forth specific rules on how it must be approved and the use of the funds.

For example, counties may establish community facilities districts and levy approved taxes within such areas to fund a variety of public improvements. Such districts can provide funding for the purchase, construction, expansion, rehabilitation, or maintenance of, among other services, open space, parks, recreation programs, flood protection, stormwater and drainage systems, dry utilities, streets, parkways, police and fire protection, and ambulance and paramedic services.

Similarly, the Infrastructure Financing District Act of 1990, allows counties to form infrastructure financing districts ("IFDs") to pay for public works projects. IFDs are a form of tax increment financing. IFDs can issue bonds secured by expected future property taxes to fund upfront infrastructure development costs. IFD funds can be used to finance construction of and improvements to highways, transit, water and sewer systems, flood control systems, childcare facilities, libraries, parks, and solid waste facilities. An Enhanced Infrastructure Financing District ("EIFD"), a relatively new local funding tool, may also be considered to finance the construction or rehabilitation of an expanded set

of public infrastructure and private facilities, including certain, permitted types of capital improvements.

California law also provides for the establishment and adoption of special assessment districts to finance a variety of community improvements, from open space management/maintenance, to lighting and landscaping, and more. Special assessment districts, pursuant to California state law, provide a method for long term financing of public infrastructure and facilities. A lien based upon a formula for allocating benefits among the properties within an assessment district is placed against each parcel of property within the assessment district. An assessment district would include properties within the Specific Plan Area only. The public entity establishing the assessment district issues and sells bonds to finance the upfront costs of constructing the improvements. The bonds are then repaid over their term from assessments levied against the properties within the assessment district area. The assessments are collected with property taxes on an annual basis. Pursuant to California constitutional and statutory law, an assessment district can only be formed after approval by owners of property within the assessment district area.

Business improvement districts ("BID"), for example, are public-private partnerships that enable property owners and/or businesses within set boundaries to pay for enhanced services that confer a benefit to the real property owner and/or business owner over and above what a local government normally provides. Specifically, they are specialized assessment districts that establish a partnership between property owners and/ or businesses for the purpose

of improving the business climate in a defined area. BID services and programs enhance the business environment and marketing, economic development, security, parking, special events, and other enhanced services or improvements.

If any of these financing mechanisms are utilized, the special tax or assessment will likely be structured based on the zoning development intensity of the Specific Plan Area subject to the tax or assessment (and in accordance with all legal requirements), but in no event shall the tax or assessment apply to residents or property owners outside of the Specific Plan Area.

#### 5.8.3. Commercial Owners Association

One or more Commercial Owners Associations ("COAs") may be formed by a future applicant.

The responsibilities of COA(s) may include ownership and maintenance of commonly owned facilities including but not limited to perimeter walls, fences and gates, common area parking, landscaping and open space, private streets and paths, and other separately or commonly owned structures, facilities, and improvements.

COA documents include covenants, conditions, and restrictions that can address governance and maintenance of the Specific Plan Area, including the enforcement of maintenance requirements for common areas, obligations for separate property, and other covenants and restrictions typically included in commercial and industrial developments.

COA documents may also include operational and reserve budgets for the operation and maintenance of the common area improvements and other obligations. These budgets determine the assessments payable by the members of the COA for the operation and maintenance of common areas and other portions of the project.

#### 5.8.4. Other Private Financing

As discussed above, the development of all public and private improvements within, and necessary to serve, the Specific Plan Area will be financed from sources ensuring that the SVIP pays its own way. Private financing allows a property owner or project applicant to agree to privately finance certain improvements within the Specific Plan Area.

#### 5.9. Severability

If any section, sub-section, sentence, clause, phrase, part or portion of this Specific Plan is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Specific Plan. This Specific Plan, and each section, sub-section, sentence, clause, phrase, part or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Specific Plan is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Specific Plan that can be given effect without the invalid application.

# APPENDIX A

DESIGN GUIDELINES



## 1.1. Introduction

### 1.1.1. Purpose & Intent

These design guidelines provide a general framework for the physical design of SVIP-SP to promote the creation of a project with cohesive character and high-quality design. These design guidelines are instrumental in the successful implementation of SVIP.

The pictures shown are intended to convey the general concept and intent of the text, and are not intended to be interpreted literally. During the design review process, the San Benito County Resource Management Agency may use discretion in applying various provisions in the design guidelines to specific components of this project. It is not anticipated that each guideline should apply equally to every project component. In some cases, one or more of the guidelines may be relaxed to facilitate compliance with a more important or appropriate guideline for the project.

When implementing the guidelines, the overall object is to ensure that the intent and spirit of the guidelines are followed and that the project respects its surroundings and honors the desired character as described in this Specific Plan.

It is the intent that these guidelines provide flexible design techniques that can be applied to an array of project types, site plans, and uses seeking to create an employment center that conveys a sense of quality, yet economically constructed development. The images shown on these pages provide

examples of the type of development that respects the desired design of the SVIP-SP.



### 1.1.2. General Design Objectives

In addition to the various mobility testing grounds (e.g. test tracks), the commercial and industrial areas of the Specific Plan Area should be comprised of a series of functional groupings of commercial, office, research and development, logistics, and light manufacturing buildings that should be visually attractive and inviting. Buildings should be constructed in a flexible manner to respond to changing market conditions and tenancy requirements and suit a broad economic market.

Lot size requirements are set forth in Chapter 4: Development Standards. Cross-easements should be considered for smaller lots (less than one acre) to allow for drainage and efficient internal circulation and to minimize the number of driveway curb cuts along public streets.

Buildings should vary in height depending on the uses. Requirements for building heights are set forth in Chapter 4: Development Standards.

Given the nature of the uses, one-story buildings may incorporate partial floor mezzanines and other features to maintain the greatest amount of flexibility and adaptability for a variety of users and market appeal.

Building design may incorporate simple architectural forms and massing while utilizing a variety of building materials (concrete, steel, masonry, stucco, wood, glass etc.), colors, and accent features that make them distinctive and enduring. Where feasible, modulation in building setbacks is encouraged to avoid long, monotonous building facades and to create diversity. The use of vegetated lattices and awning

structures as well and vine plantings on buildings is also encouraged to help create cost-effective entry features and soften the visual effect of buildings.



Landscaping should be used around buildings, parking lots, and along street frontages to soften the appearance of the built form and create a setting that is inviting and visually attractive.

Entries from the public roadways should be easily identifiable and enhanced with signage and accent landscaping and lighting. Buildings are anticipated to be located closer to the street frontages with some parking, while a majority of the parking should be located between and/or to the rear of the lots. Auxiliary structures such as trash enclosures, utilities, etc. should be located away from public view and visually screened appropriately.

A series of pathways within a complex of buildings is encouraged to allow pedestrian connection between buildings, parking lots, and other amenities, where applicable.

Building placement that creates opportunities for plazas, courtyards, patios, public art, and outdoor eating areas is encouraged to provide opportunities for people to interact and socialize. Wherever practical, buildings should be oriented to maximize solar exposure and help reduce energy consumption.





### 1.1.3. Sustainable and Green Design Principles

Sustainable and green development is the practice of increasing the efficiency of buildings and their use of energy, water, and materials, and reducing building impacts on human health and the environment through better siting, design, construction, operation, maintenance, and removal.

Effective green building can lead to: 1) Reduction in operating costs by increasing productivity and using less energy and water, 2) Improved public and occupant health due to improved indoor air quality, 3) Reduced environmental impacts by, for example, lessening storm water runoff and the heat island effect.

To augment its environmentally responsible building design, the project may incorporate sustainable design features to further reduce its environmental footprint, including but not limited to:

- Reduced water use for landscape irrigation and thereby minimize groundwater use.
- Harvest and channel stormwater runoff into landscape areas instead of storm drains where feasible.
- Accommodate and encourage the use of alternative means of transportation.
- Use recycled building materials to the extent feasible.
- Use local sources of building materials to the extent feasible.



- Support alternative fuel use through the provision of an on-site alternative fueling and alternative energy such as electric vehicle charging stations.
- Orient buildings to accommodate solar exposure and encourage the use of roof-mounted solar systems or other alternative power systems.
- Encourage the use of strategies to promote infiltration and evapotranspiration, including infiltration basins, bioretention facilities, and extended detention basins.
- Utilize fluorescent and light-emitting diode ("LED") lighting in strategic locations to reduce energy use.
- Utilize dimmer switches in strategic locations to reduce energy use.
- Utilize high efficiency toilets ("HET") with a maximum of 1.28 gallons per flush or as otherwise required by law/regulation.



## 1.2. Site Design

**Objectives:** To achieve the desired character of SVIP, site design should:

- Maximize the development potential for each project component through efficient site design by including the use of shared facilities (on lots smaller than one acre) such as common driveways, parking lots, aisleways, landscape screening, trash enclosures, etc.
- Pay special attention to areas visible to the public by considering views from streets.
- Avoid overly large expanses of parking adjacent to public streets.

To achieve these objectives, site design should consider the following guidelines:

### 1.2.1. Building Placement and Orientation

- Where feasible, orient buildings toward the adjoining street(s). Main building entrances should be located on the street facing façade, whenever feasible.
- Consider building orientation, views, pedestrian access, landscaping, public areas, etc. as part of site design to capitalize on the benefits of topography and site features.
- Buildings on the same parcel should be oriented to create gathering spaces, where feasible and practical.
- Optimal building orientation is encouraged for the use of active and passive solar energy features.

- Public art that compliments building orientation and public use is encouraged.

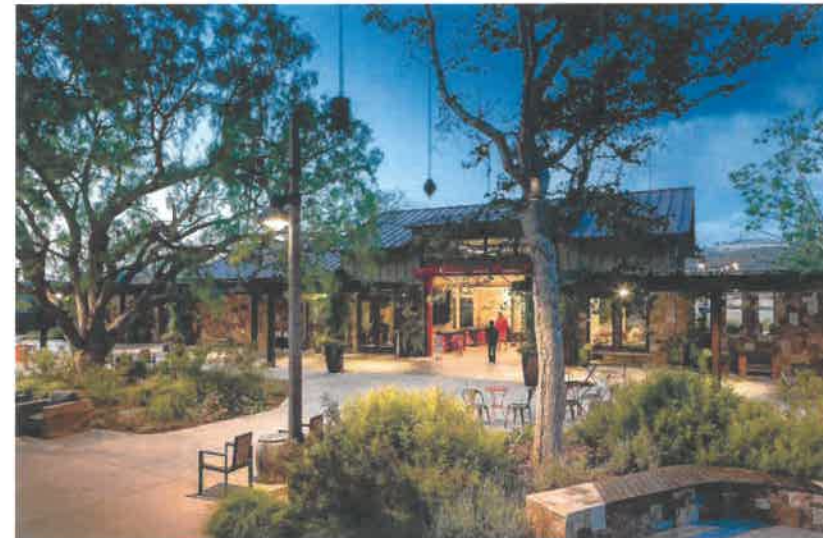


### 1.2.2. Parking

- Where appropriate to building type and use, encourage parking areas to the sides and/or rear of the building and away from public view. Small visitor parking lots at the front of the building may be appropriate.
- To maximize development potential and efficiency, shared parking areas between adjacent properties is encouraged, particularly on smaller lots.

### 1.2.3. Site Access

- Provide the minimum required turning radius and roadway widths for driveways isles and fire lanes, or otherwise consistent with the applicable San Benito County standards.
- To maximize development potential and efficiency, adjacent properties are encouraged to share driveway access to parking lots and service/loading areas for smaller properties.



1.2.4. On-site Circulation

- For lots less than one acre, shared driveways may be located along the rear of buildings for access to service areas and through parking areas, as appropriate.
- When appropriate based on use and function of the building, the use of pedestrian exclusive paths are encouraged to connect building entrances and parking areas.

1.2.5. Entry Driveways

- Entry driveways and loading area access drives should be wide enough to accommodate the movement of trucks.
- To maximize development potential and efficiency, the use of shared entry driveways between properties is encouraged.



### 1.2.6. Loading / Service Areas and Mechanical Equipment

- Service/loading areas, storage areas, trash enclosures, and mechanical equipment should be located behind or to the sides of buildings and screened from views through a combination of wall, fences and/or landscaping.
- Trash enclosures and mechanical equipment housing should be compatible with building architecture.
- All exterior ground-mounted equipment – including, but not limited to, mechanical equipment, electrical equipment, emergency generators, boilers, storage tanks, risers, electrical conduit, gas lines, cellular telephone facilities, and satellite dishes – should be screened from on-site and off-site view. Wall-mounted equipment is discouraged.



### 1.3. Architectural Design

**Objectives:** To achieve the desired character of the SVIP, architectural design should:

- Establish a sense of quality and attractiveness.
- Seek economical architectural design techniques.
- Design with sensitivity to building flexibility, materials, color, size, and articulation.
- Encourage sustainable building design.



INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS

To achieve these objectives, architectural design should consider the following guidelines:

#### 1.3.1. Flexible Design

- Where appropriate and practical, buildings should incorporate flexible design features (i.e. partially removable interior walls) to accommodate a variety of users and tenant types.
- Buildings should be capable of being designed for multi-tenancy use, if appropriate.

#### 1.3.2. Façade Design

Facades that front the street should be articulated and present the building in a quality and attractive manner. These facades should include architectural variation over the facade's linear surface and may encroach into the setbacks. This can be accomplished through the following techniques:

- Various changes in wall directions or facades.
- Stepping back an upper floor.
- Incorporate window openings.
- Projecting trellises, canopies or awnings over window openings.
- Recess entrances and windows into the façade.
- Towers, buildings projections, unique or design features at building entrances and/or corners.
- Accent landscaping.



### 1.3.3. Quality Economical Design

Building should be made of quality yet economical materials, used in a simple and straight-forward design. Functional building elements should be used to help articulate its design where appropriate. The following techniques are encouraged:

- Articulated structural elements of the building.
- Variation in window placement, size, and operation.
- Articulated entries and stairways.
- Solar shading devices or other weather protection devices.
- Trellises or other structures to support vegetation.





#### 1.3.4. Roofs

- Treatment may include visible vertical support, horizontal planes, and parapets with varied but proportional height.
- Roof overhangs are encouraged on sloping roofs, and should be appropriately proportioned with the overall frame of the building.
- Roofing should be of light color or reflective materials, reducing heat island effect.
- Solar roof tiles and/or panels are encouraged, where feasible.
- All roof-mounted equipment – including, but not limited to mechanical equipment, electrical equipment, storage tanks, cellular telephone facilities, satellite dishes, skylights, vents, exhaust fans, smoke hatches, and ducts – should be below the top of the parapet or equipment screen.
- Roof access should be through roof hatches, not exterior ladders. Roof hatches should be located so that guardrails at parapets are not required.



### 1.3.5. Building Materials

Exterior building materials should be smooth, clean, and efficient, with an appearance that is contemporary and technical, and use quality economical building materials. Appropriate building materials include but are not limited to a combination of:

- Precast or tilt-up concrete
- Glass
- Brick or concrete masonry
- Steel frame construction
- Steel/metal-clad
- Wood frame

### 1.3.6. Building Height and Mass

Building heights, massing, and setbacks should be varied to define different functions and uses such as office and warehouses. Office spaces should be located along the front perimeter of the building, whenever practical. Appropriate techniques for varying building height and mass include:

- Varying rooflines
- Incorporating tower elements
- Incorporating vaulted areas



### 1.3.7. Building Corners

Where appropriate, key building corners should include design features that provide clear articulation of building shape and wall direction. Consider the following design techniques:

- Towers or projecting columns
- Color or material variations
- Accent landscaping at the base of the building

### 1.3.8. Building Colors

Building colors should be subtle and generally complimentary to the surround environment. Consider the following design techniques:

- Concrete or stone should have light, natural finish
- Painted wall surfaces directly facing streets or public areas should be used to break up the mass and scale and highlight architectural features, where feasible.
- Encourage building colors chosen from a palette of subtle tones.
- Color as accents are encouraged, particularly to suit the needs of national tenants.



#### 1.4. Fences and Walls

Fences and walls may be used through the Specific Plan Area to provide privacy and security, enhance the aesthetic character, and maintain safety. Maintenance of fences and walls will be by the respective property owner.

The following guidelines for fences and walls should be considered:

- Street-adjacent wall and fence design, location, and height should reflect the character and overall aesthetic of the respective area and be consistent in quality and color palette to create a consistent aesthetic.
- Perimeter and street-adjacent walls and fences should be constructed of attractive, durable, and low maintenance materials, including but not limited to precast concrete with textured or stone finishes, wood, wrought iron, tubular steel, wood, or similar.
- Retaining walls should be constructed of masonry or concrete. Retaining wall design may include pre-cast concrete, concrete block, poured-in place concrete, or keystone type walls.
- Some tenants may require secure perimeter walls that also serve as visual screens to maintain privacy but to the nature of their business (e.g. research and development). In such circumstances, walls may be as high as 15 feet (as measured from the base), and may be constructed on top of earthen berms to create greater privacy.



### 1.5. Landscaping

**Objectives:** Landscaping is an important element contributing to the identity and unity of the SVIP. As such, all landscaping should:

- Promote a pleasant, distinctive, environment that aesthetically integrates with the agricultural landscape.
- Augment internal cohesion and continuity within the Specific Plan Area.
- Enhance the architectural design concept of the SVIP.
- Promote water conservation through the use of native and low-water use plant species.

The landscaping design concept is focused toward:

- Providing a clean, contemporary visual appearance.
- Coordinating the landscaping treatment along Highway 25 / Bolsa Road and surface streets to emphasize the circulation system.
- Coordinating streetscapes within the Specific Plan Area to unify its general appearance.
- Coordinating on-site landscaping design continuity among individual development sites within the Specific Plan Area.

The following guidelines present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.



### 1.5.1. Water Conservation Measures

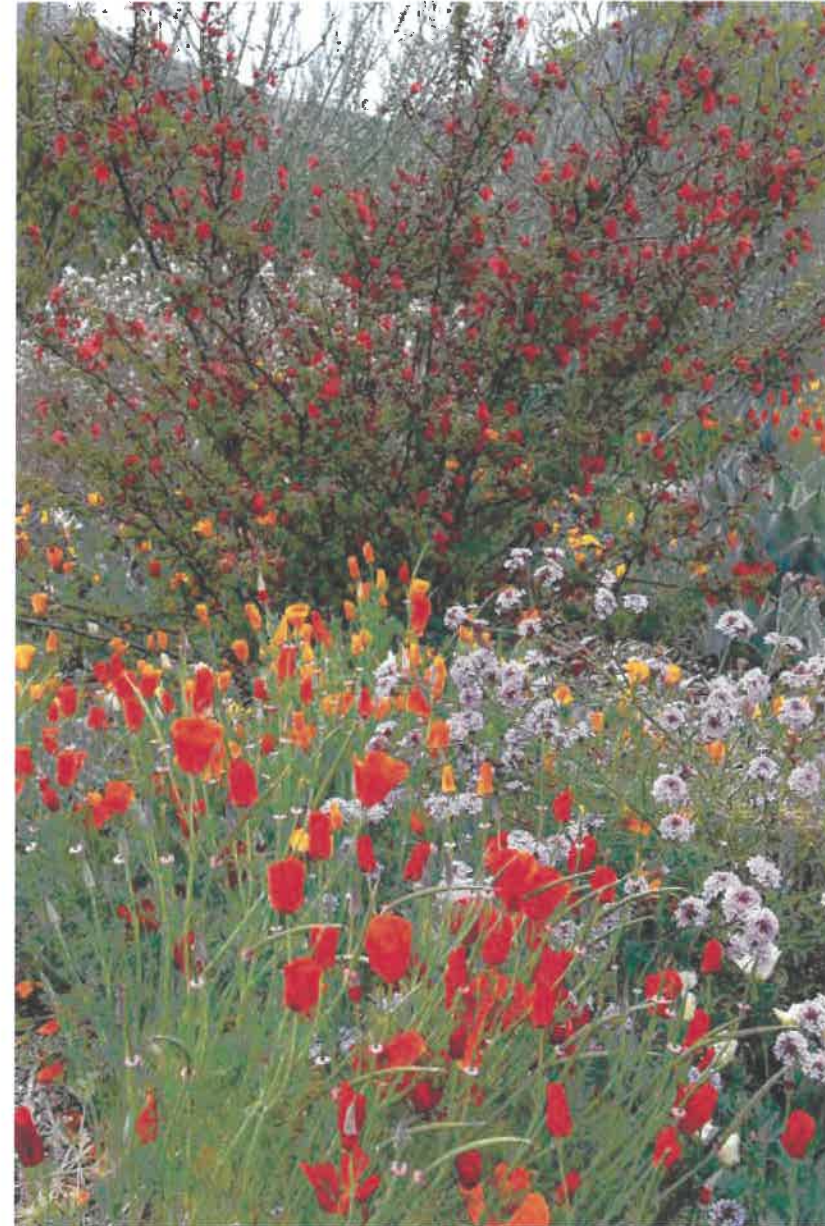
The SVIP-SP employs a forward-thinking approach to water conservation. Many elements of the landscape program have been evaluated to determine how to achieve the project’s landscape goals while consuming as little water as possible. From the formulation of the overall landscape concept, through each level of the design process, to the day-to-day maintenance practices of the installed materials, conservation of limited water resources is a primary focus.

Most of the Specific Plan Area should be designed without mechanical irrigation, relying instead on maximizing the collection and harvesting of runoff to be directed to landscape areas as well as the use of reclaimed water, if applicable.

At installation, plant material should be smaller and with greater spacing to minimize water use. As landscaping gets established, coverage may take longer, and certain plants may appear dry as they go through dormant periods, and in some cases supplemental watering may be necessary in periods of severe drought.

At maturity, the landscaping is envisioned to provide a strong, clean, simple design element, demonstrating the SVIP’s commitment to the creation of a sustainable environment.

The landscape program should incorporate the following design elements and practices to minimize the use of water resources:



INITIATIVE MEASURE TO BE SUBMITTED DIRECTLY TO THE VOTERS



### Project Design

- Design project so that pads, streets, and other paved areas drain to landscape areas, medians, and parkways.
- Maximize water harvesting, retention, and treatment techniques throughout the Specific Plan Area.
- Utilize zero-inch curb design to facilitate rainwater runoff from road surfaces.
- Direct rooftop and parking area runoff to bioswales, basins or landscaped areas.

### Landscape Design

- Design landscaping in visitor parking areas, courts, plazas, and any other areas visible from public view with a higher level of landscape treatment and utilize an automatic irrigation system to maintain the desired level of landscape appearance.
- Develop watershed areas for the project areas to manage water harvesting and distribution, reducing the need for supplemental irrigation.
- Design to meet peak moisture demand of all plant materials within design zones and avoid flow rates that exceed infiltration rate of soil.
- Maximize the use of drought tolerant plant species.
- Select plant palettes tolerant of periodic inundation from storm water runoff, where appropriate.
- Select container plant sizes are to achieve a high root to canopy ratio; no root bound or oversized plants.

## 1.6. Exterior Lighting

**Objectives:** Lighting should be used to highlight design and landscaping features, reinforce themes, and help ensure pedestrian and vehicular safety. The following objective should be considered:

- Exterior lighting is to be provided to enhance the safety and security of motorists, pedestrians, and cyclists, as well as to ensure security of the premises.
- Lighting is intended to create a nighttime character that contributes to the identity and unity of the SVIP as a quality location.
- To reinforce identity and unity, all exterior lighting is to be consistent in height, spacing, color, and type of fixture throughout the building site.

### 1.6.1. Guiding Principles

Exterior lighting includes lighting for parking areas, vehicular and pedestrian circulation, building exteriors, service areas, landscaping, and security.

Exterior lighting design should, wherever feasible, adhere to “dark sky” principles to reduce energy consumption and greenhouse gas (“GHG”) emissions, and, in all cases, enhance public safety. Lighting should be used to highlight design and landscaping features, reinforce themes, and help ensure pedestrian and vehicular safety. Well-designed lighting fixtures also help to establish quality design.

The following standards should apply to all outdoor lighting:

- Lighting should be installed, as necessary, within common covered and enclosed parking areas. Lighting should be automatically dimmed or extinguished at set hours based on typical use patterns.
- Outdoor lighting should not blink, flash, oscillate, or be unusually bright or intense. Shielded fixtures should be used with other features to reduce potential light and glare impacts.
- Lighting should be designed to define vehicular and pedestrian circulation patterns, distinguish entries, and ensure safe pedestrian movement.





### 1.6.2. Driveways and Parking Area Lighting

- All exterior lighting should be shielded and confined within site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent lots.
- Lighting fixtures are to be of clean, contemporary design.
- Lights mounted to the roof parapet are not permitted.
- Wall-mounted light fixtures used to illuminate vehicular parking lots are not encouraged, but may be used for security.
- Driveways and parking lot lighting should utilize cut-off fixtures (i.e. the lens is not visible from an angle). Pole height for typical lots should not exceed 25'.



### 1.6.3. Pedestrian Circulation Lighting

- Pedestrian walkways and building entries should be illuminated to provide for pedestrian orientation and to clearly identify a secure route between parking areas and points of entry to the building.
- Walkway lighting should have cut-off fixtures mounted at a uniform height no more than eight (8) feet above the walkway.
- Step or bollard lighting should be used to clearly illuminate level changes and handrails for stairs and ramps. Bollard height should not exceed forty-two (42) inches.

### 1.6.4. Building and Service Area Lighting

- Architectural lighting effects are encouraged to promote nighttime identity and character.
- All exterior architectural lighting should utilize indirect or hidden lighting sources. Acceptable lighting includes wall washing, overhead down lighting and interior lighting that spills outside.
- Building entry areas should be lit so as to provide a safe and inviting environment.
- Service area and security lighting should be visible only within the limits of the service area.
- Wall-mounted, security-type, service area lighting fixtures may be used only in screened service areas and only if direct light is kept within these areas. In all other areas, wall-mounted service lighting must consist of cut-off type fixtures.

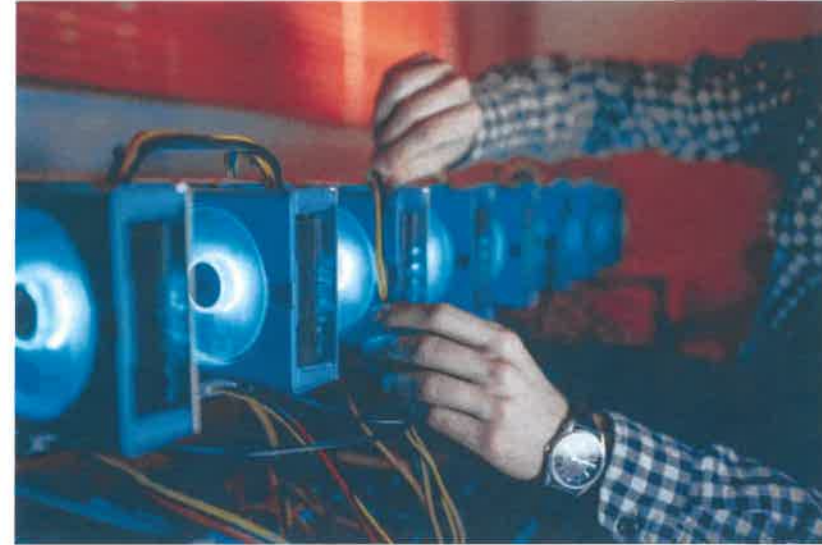
- Service area and security lighting may not be substituted for pedestrian, architectural or parking area lighting.



### 1.7. Utilities

Utilities include gas, electrical (including substations), cable, and various forms of telecommunications (e.g. fiber optics). The following guidelines should be considered when designing and constructing all utilities:

- All utility connections and meters should be coordinated with the development of the site and should not be exposed, except where required by the utility provider. Utility connections should be integrated into the building or screened by landscape.
- Pad-mounted transformers and/or meter box locations should be screened from view from surrounding properties and public rights-of-way. Utilities should be located underground, wherever possible.
- All equipment should be internal to buildings to the greatest extent possible, including electrical equipment that is under 69 kV. When unfeasible, all such equipment should be screened and not prominently visible from public rights-of-way.



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**EXHIBIT G  
TO THE INITIATIVE**

**SAN BENITO COUNTY CODE OF ORDINANCES: CHAPTER 25.07  
(AGRICULTURAL DISTRICTS) AND RELATED PROVISION**

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**CHAPTER 25.07: AGRICULTURAL DISTRICTS**

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Section

***Article I. Agricultural Rangeland (AR) District***

- 25.07.001 Location and boundaries of zones
- 25.07.002 Determining uncertain boundaries
- 25.07.003 Intent
- 25.07.004 Permitted uses
- 25.07.005 Conditional uses
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***Article II. Agricultural Productive (AP) District***

- 25.07.020 Intent
- 25.07.021 Permitted uses
- 25.07.022 Conditional uses
- 25.07.023 Building site area
- 25.07.024 Building height
- 25.07.025 Building setbacks

***Cross-reference:***

*Agricultural Provisions, see Chapter 19.01 of this code*

*Crowing Fowl Permits; Housing Standards, see Chapter 25.35 of this code*

**ARTICLE I. AGRICULTURAL RANGELAND (AR) DISTRICT**

**§ 25.07.001 LOCATION AND BOUNDARIES OF ZONES.**

The designation, location and boundaries of the aforementioned zones and areas shall be by written description or by delineation on zoning maps which shall be adopted as specified in this title. The maps and written legal descriptions shall become a part of the zoning ordinance under this section and subject thereto. These maps and descriptions are not codified.

(1966 Code, § 18-6) (Ord. 479, § 28, 1984; Ord. 523, § 3, 1987)

**§ 25.07.002 DETERMINING UNCERTAIN BOUNDARIES.**

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Where uncertainty exists with respect to the boundaries of the various zones, the following rules shall apply.

(A) Where boundary lines are indicated as following streets and alleys they shall be construed as follows: the centerlines thereof.

(B) Where boundary lines are indicated as approximately following lot lines, the lot lines shall be construed to be the boundaries.

(C) Where a boundary line divides a lot or crosses unsubdivided property, the location of the boundary shall be as indicated upon the zoning map using the scale appearing on the map.

(D) Where a lot held in one ownership and of record at the effective date of the ordinance codified in this title is divided by a district boundary line, the entire lot shall be construed to be within the less restricted district; provided, that this regulation shall not apply if it increases the area of the less restricted portion of the lot by more than 20%.

(E) Where further uncertainty exists, the Planning Commission upon written application, or upon its own motion, shall by resolution determine the location of a disputed boundary, giving due consideration to the apparent indicated location thereof and the scale of the zoning map and the expressed intent of this title.

(F) Wherever any property is not under these rules specifically included in any district shown on the zoning map, the property is declared to be in an agricultural zone or as determined by the Planning Commission.

(1966 Code, § 18-7.5) (Ord. 479, § 29, 1984)

**Editor's note:**

*Prior code § 18-7 was removed by Ord. 523.*

**§ 25.07.003 INTENT.**

The intent of this district is to provide for areas within the county to be used for agricultural rangeland purposes as set forth in the general plan. The following regulations, except to the extent that they may be modified by this title or combining or overlay districts, shall apply to every lot and building in an AR district.

(1966 Code, § 18-8) (Ord. 479, § 5, 1984; Ord. 609, § 5, 1992)

**§ 25.07.004 PERMITTED USES.**

The following uses are permitted in an AR district:

(A) Crowing fowl (six to ten), with an administrative crowing fowl permit issued pursuant to § 25.35.003 of this title;

(B) Grazing;

(C) Agriculture, as defined in § 25.03.002 of this title, except that the uses indicated as conditional uses shall not be established unless a use permit is first obtained;

(D) Accessory buildings, including barns, stables, private riding arenas and other farm outbuildings;

(E) Accessory uses;

(F) Future Farmers of America (FFA) or 4-H projects conducted by the occupants of the premises; provided, however, if the project involves crowing fowl, an unexpired crowing fowl affidavit form

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describing the project, which forms shall be available at the Planning Department and may be filed free of charge, must be on file with the Planning Director;

(G) The raising or breeding of guinea pigs, parakeets, chinchillas or other similar small fowl or animals (excluding crowing fowl), provided that all such uses are kept and maintained in an enclosed area, located not less than 40 feet from any property line and at least 75 feet from any residence existing at the time the use is established;

(H) Single-family dwelling;

(I) One additional dwelling as required for the following:

(1) Residences of members of the family of the owner or lessee of the land upon which the use is conducted; and

(2) Residences of bona fide full-time employees of the owner or lessee of the land upon which the use is conducted; (Note: Sufficient acreage must exist to meet minimum building site requirements for the dwelling.)

(J) Seasonal stands for the sale of agricultural produce grown on the premises where the stand is located;

(K) Hobby kennels with an administrative permit issued pursuant to § 25.35.001 of this title; and

(L) Uses similar to the above as determined by the Planning Commission.

(1966 Code, § 18-9) (Ord. 479, § 5.1, 1984; Ord. 609, § 6, 1992; Ord. 716, § 2, 1998; Ord. 796, § 1(11), 2006)

**§ 25.07.005 CONDITIONAL USES.**

The following are conditional uses in an AR district:

(A) Crowing fowl (11 or more);

(B) Commercial greenhouses and mushroom growing facilities;

(C) Frog and poultry farms;

(D) Commercial hog ranching;

(E) Commercial stables;

(F) Commercial cattle feed yards;

(G) Private parks and camps;

(H) Microwave, radio and television transmission and/or relay structures;

(I) Commercial recreational uses, including but not limited to RV parks, hunting clubs and riding clubs;

(J) Removal and processing of earth or other natural materials by excavation or grading;

(K) Permanent stands for the sale of agricultural products;

(L) Guesthouse;

(M) Labor camps;

(N) Additional dwellings as required for the following:

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(1) Residences of members of the family of the owner or lessee of the land upon which the use is conducted;

(2) Residences of bona fide full-time employees of the owner or lessee of the land upon which it is conducted; and

(3) Farm labor. (Note: sufficient acreage must exist to meet minimum building site requirements for the dwellings.)

(O) Truck parking operations in the service of agriculture in agricultural districts only;

(P) Pallet and agricultural bin manufacturing;

(Q) Bed and breakfast establishments;

(R) Radio frequency emission measuring facilities;

(S) Commercial composting;

(T) Application of cheese whey or sludge (solids from a sewage treatment plant) to land;

(U) Application of green material (as defined in Cal. Code of Regulations Title 14, § 17852(a)(21)) in excess of 30 tons per acre;

(V) Agricultural processing;

(W) Kennels, including, without limitation, kennels for hybrid animals;

(X) Veterinary hospitals and pet clinics;

(Y) Residential dwellings on Grade 1 agricultural soils;

(Z) Uses listed in § 25.29.106 of this title;

(AA) Abattoir;

(BB) Cultivation of commercial cannabis (mixed-light, including nurseries);

(CC) Cultivation of commercial cannabis (indoor, including nurseries);

(DD) Manufacturing of commercial cannabis and/or cannabis products;

(EE) Manufacturing of hemp and/or hemp products;

(FF) Laboratory testing of commercial cannabis and/or cannabis products;

(GG) Laboratory testing of hemp and/or hemp products; and

(HH) Uses similar to the above as determined by the Planning Commission.

(1966 Code, § 18-10) (Ord. 479, § 5.2, 1984; Ord. 609, § 7, 1992; Ord. 667, § 1(H), 1995; Ord. 692, § 2, 1997; Ord. 716, § 3, 1998; Ord. 768, § 1(II), 2004; Ord. 796, § 1(IV), 2006; Ord. 800, § 1(II), 2006; Ord. 976, § 1, 2018; Ord. 985, § 1, 2019)

**§ 25.07.006 BUILDING SITE AREA.**

The minimum building site required in an AR district shall be 40 acres.

(1966 Code, § 18-11) (Ord. 479, § 5.3, 1984)

**§ 25.07.007 BUILDING HEIGHT.**

The maximum building height limit in an AR district shall be 35 feet.



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(1966 Code, § 18-12) (Ord. 479, § 5.4, 1984)

**§ 25.07.008 BUILDING SETBACKS.**

The minimum yards required are as follows. In state responsibility areas, any setback of less than 30 feet, including main and accessory buildings, must first obtain a vegetation clearance easement, to be used for defensible space for firefighting.

Front yard	30 feet
Side yard	20% of the lot width (minimum eight feet and maximum 32 feet)
Rear yard	20% of the length (maximum of 35 feet)

(1966 Code, § 18-12.1) (Ord. 479, § 5.5, 1984; Ord. 609, §§ 8, 9, 1992; Ord. 640, § 1(I), 1993; Ord. 692, § 3, 1997)

**ARTICLE II. AGRICULTURAL PRODUCTIVE (AP) DISTRICT**

**§ 25.07.020 INTENT.**

The intent of the AP district is to provide for areas within the county to be used for agricultural production of any type as set forth in the general plan.

(1966 Code, § 18-13) (Ord. 479, § 64, 1984)

**§ 25.07.021 PERMITTED USES.**

The following uses are permitted in an AP district: all those uses listed in § 25.07.004 of this title.

(1966 Code, § 18-14) (Ord. 479, § 6.1, 1984; Ord. 609, § 10, 1992)

**§ 25.07.022 CONDITIONAL USES.**

Conditional uses in an AP district shall be: all those uses listed in §§ 25.07.005 and 25.29.106 of this title, except for kennels for hybrid animals. The excepted use is prohibited in an AP district.

(1966 Code, § 18-15) (Ord. 479, § 6.2, 1984; Ord. 609, § 11, 1992; Ord. 716, § 4, 1998)

**§ 25.07.023 BUILDING SITE AREA.**

The minimum building site in an AP district shall be five acres.

(1966 Code, § 18-16) (Ord. 479, § 6.3, 1984)

**§ 25.07.024 BUILDING HEIGHT.**

The maximum building height limit in an AP district shall be 35 feet.

(1966 Code, § 18-17) (Ord. 479, § 6.4, 1984)

**§ 25.07.025 BUILDING SETBACKS.**

The minimum yards required are as follows. In state responsibility areas, any setback of less than 30 feet, including main and accessory buildings, must first obtain a vegetation clearance easement to be used for defensible space for firefighting.

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Front yard	25 feet
Side yard	20% of the lot width (minimum eight feet and maximum 32 feet)
Rear yard	20% of lot, not less than 20 feet, maximum required, 35 feet

(1966 Code, § 18-18) (Ord. 479, § 6.5, 1984; Ord. 609, §§ 12, 13, 1992; Ord. 640, § 1(II, III), 1993; Ord. 692, § 4, 1997)

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**§ 25.29.106 ADDITIONAL USES PERMITTED.**

The Commission may, after a public hearing, permit the following uses in districts from which they are prohibited by this title where the uses are deemed essential or desirable to the public convenience or welfare, and are in harmony with the various elements or objectives of the general plan. A notice of the public hearing shall be given in accordance with the provisions of this title.

- (A) Aircraft landing field;
  - (B) Cemetery;
  - (C) Churches;
  - (D) Columbarium, crematory or mausoleum;
  - (E) Day nursery;
  - (F) Development of natural resources together with the necessary buildings, apparatus or appurtenances incidental thereto, including concrete and asphalt batch plants and concrete and asphalt recycling plants;
  - (G) Educational institution operated by a non- profit or governmental entity;
  - (H) Government enterprises and/or private enterprise performing governmental functions (federal, state and local);
  - (I) Hospital;
  - (J) Library or museum operated by a non-profit or governmental entity;
  - (K) Park, playground or recreational community center;
  - (L) Private club, fraternity house, sorority house, union hall (hut not including a hiring hall), senior citizen center;
  - (M) Radio, television, microwave and other transmitters, scientific or educational research center, public utility facility; and
  - (N) Flea markets not qualifying under § 25.29.015 of this title.
- (1966 Code, § 18-164) (Ord. 479, § 50, 1984; Ord. 725, § 1, 1999)