



City of Hollister

375 Fifth Street Hollister, California 95023

INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR

CITY OF HOLLISTER COMPLETE STREETS PLAN FOR NASH/TRES PINOS/SUNNYSLOPE ROADS AND MCCRAY STREET

Prepared by:

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November 2014

NOTICE OF INTENT/MITIGATED NEGATIVE DECLARATION

PUBLIC NOTICE OF AVAILABILITY

INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION (MND)

CITY OF HOLLISTER, CA 95023

This notice is intended to provide an opportunity for public comments on the draft Mitigated Negative Declaration for a Complete Streets Plan for two road corridors McCray Street and Nash Rd. -Tres Pinos Rd. -Sunnyslope Rd. between Powell and Clearview Drive. Environmental review examines the nature and extent of any potentially significant adverse effects on the environment that could occur if a project is approved and implemented. The California Environmental Quality Act (CEQA) requires this notice to disclose whether any listed toxic sites are present. The project location does not contain a listed toxic site. Based on the Initial Study, the Director has concluded that the project described above will not have a significant effect on the environment.

File Name: Complete Streets Plan Nash-Tres Pinos-Sunnyslope Rd. and McCray Street.

Location: City of Hollister on two corridors. The east west corridor has three road names - Nash Rd., Tres Pinos Rd. and Sunnyslope Rd. The north south corridor is McCray St. The section of McCray St. between Hillcrest Rd. and Tres Pinos Rd. is the primary focus of the Complete Streets Plan.

Project Description: The Complete Streets Plan includes strategies to improve safety and mobility for pedestrians, bicyclists and cars on two corridors in central Hollister – Nash-Tres Pinos-Sunnyslope and McCray St. The proposed project will change the Tres Pinos Rd. intersections with Rancho Drive and Ladd Lane to roundabouts. The project would combine the Park St. intersections with McCray St. and Prospect Avenue into one roundabout. A fourth roundabout would be added at the intersection of McCray St. and Gibson Drive. A 'Road Diet' is proposed on Tres Pinos Rd., Sunnyslope Rd. and McCray St. where travel lanes will be reduced and replaced with a landscape median to provide space for bicycle lanes and improve pedestrian safety. A 200 foot long raised street is proposed on Nash Rd. between Monterey St. and West Street near San Benito High School for pedestrian crossings. General Plan designations on the corridors range from Low to High Density Residential, Mixed Use and General Commercial.

Public Review Period: Public review period for this draft Mitigated Negative Declaration begins on **November 14, 2014 and ends December 14, 2014**. Questions regarding the project should be directed to Mary M. Paxton (831) 636-4316 or by e-mail at mary.paxton@hollister.ca.gov. The tentative decision date would be January 5, 2015 and would take place in the City of Hollister Council Chambers, 375 Fifth St., Hollister, CA 95023 at 6:00 p.m. at a City Council meeting. The draft Mitigated Negative Declaration, Initial Study and reference documents are available for review from 8:00 – 5:00p.m. Monday through Friday at the Development Services Department, 339 Fifth S., Hollister, CA 95023, the San Benito County Library and City Hall, 375 Fifth St. The proposed Mitigated Negative Declaration is also available for public review online at <http://hollister.ca.gov>

Adoption of a Mitigated Negative Declaration does not constitute approval of the proposed project. The decision to approve or deny the project described above will be made separately but is expected to occur on January 5, 2014.

Your views and comments on the Mitigated Negative Declaration for this proposed project are welcomed. Written comments should be submitted no later than December 14, 2014 and mailed to the City of Hollister Development Services, 375 fifth Street, Hollister CA 95023 or faxed 831-634-4913 or e-mailed to the e-mail contact above.

Circulated: November 14, 2014

MITIGATED NEGATIVE DECLARATION

Name of Project: City of Hollister Complete Streets Plan for Nash/Tres Pinos/ Sunnyslope Roads and McCray Street

Nature of Project: Planning document for multi-modal transportation improvements

Entity or Person Undertaking Project: City of Hollister Development Services Department, 375 Fifth Street, Hollister California 95023 Contact: Mary M. Paxton

Initial Study: An Initial Study of this project was undertaken and prepared for the purpose of determining if this project may have a significant effect on the environment. A copy of this study is on file at the City of Hollister Development Services Department, 339 Fifth Street, Hollister, California 95023.

Findings and Reasons

The Initial Study identified potentially significant effects on the environment. However, this project has been mitigated (see mitigate measures below which avoid or mitigate the effects) to a point where no significant effects will occur. There is no substantial evidence the project may have a significant effect on the environment. The following reasons will support these findings:

1. The proposal will improve networks for multimodal travel and is a logical component of existing land use pattern of this area.
2. Identified adverse impacts are proposed to be mitigated through the preparation of special studies.
3. The proposed project is consistent with and includes strategies to implement adopted goals and policies of the General Plan of the City of Hollister.
4. City staff independently reviewed the Initial Study and this Mitigated Negative Declaration reflects the independent judgment of the City of Hollister.
5. With the application of the following mitigation measures, the proposed project will not have any significant impacts on the environment.

Mitigation Measures

Air Quality (Note: also Greenhouse Gas Emissions and Traffic and Circulation)

III-1 Prior to the development of the final design of the roundabout at Tres Pinos Road/Ladd Lane, the City of Hollister Engineering Department shall contract with a qualified traffic engineering consultant to prepare a preliminary design report to assure that the final design of the roundabout will not result in a significant increase in congestion at the intersection of Tres Pinos Road/Ladd Lane or Tres Pinos-Sunnyslope Road/Pinnacles National Park Highway (25). The City of Hollister will also coordinate with Caltrans prior to the development of the final design of the roundabout.

Traffic and Circulation

XV-1 Prior to construction of the first roundabout in the draft Plan, the City of Hollister shall prepare and administer a bilingual outreach and education program for the safe use of roundabouts for pedestrians, bicyclist and motorists with particular emphasis on students and parents at Rancho San Justo Middle School, San Benito High School, Sunnyslope Elementary School, patrons at Rancho San Justo Sports Complex, and customers at the commercial centers near Ladd Lane and Rancho Drive.

Initial Study

1. **Project Name:** City of Hollister Complete Streets Plan for Nash/Tres Pinos/Sunnyslope Roads and McCray Street
2. **Project Location:** The project is located in the City of Hollister on two corridors in central Hollister. The east west corridor has three road names - Nash Road, Tres Pinos Road and Sunnyslope Road. McCray Street is a north south corridor that runs just east of railroad tracks. The segment of McCray Street between Hillcrest Road and Tres Pinos Road is the primary focus of the complete streets plan but the plan includes concepts for the whole street (See Figures 1 & 2).
3. **Surrounding Land Uses and Setting:** Most of the project area consist of roadways and paved surfaces that have been developed with curb, gutter, sidewalks, overhead utility poles, street light poles, street trees and underground utilities for sewer, water and storm drainage. An exception is the existing and former railroad right-of-way that parallels the west side of McCray Street between Hillcrest Road and Tres Pinos Road shown as Areas A, B and C on Figures 3, 4 and 5.

There are no streams or ditches that carry surface water near Nash Road, Tres Pinos Road, Sunnyslope Road, McCray Street or Areas A, B or C. The project site is located in the drainage basin of the San Benito River. The western edge of the project area is roughly one quarter mile from the boundary of the 100 Year Flood Plain of the San Benito River. A web search of the US National Wetlands Inventory on August 22, 2014 indicated that there is no wetland or riparian communities in the project area. [1][2]

Nash-Tres Pinos-Sunnyslope Road is an east west corridor in central Hollister that connects residents to commercial services, San Benito High School, Rancho San Justo Middle School, Sunnyslope Elementary School and residential neighborhoods. The Nash and Tres Pinos Road segments of the corridor are also a truck route.

Nash Road 'Old Hollister'. Nash Road passes through one of the older residential neighborhoods in the City of Hollister and also serves as a southern truck route. Nash Road is a two-lane collector that bisects the campus of San Benito High School with average daily traffic volumes of 7,170 vehicle trips per day on the western end of the road to 7,791 vehicle trips per day near San Benito Street. [3] A 2007 traffic study documented an estimated 11,581 pedestrian crossings between 6:30 am and 4:30 p.m. with a nearly 50-50 directional split. [4] A large number of high school students use Nash Road to walk to school from residential developments to the east and west.

Aside from the high school, the primary land use on the Nash Road corridor is residential with a mix of single family homes and multi-family units. Nash Road

FIGURE 1
Regional

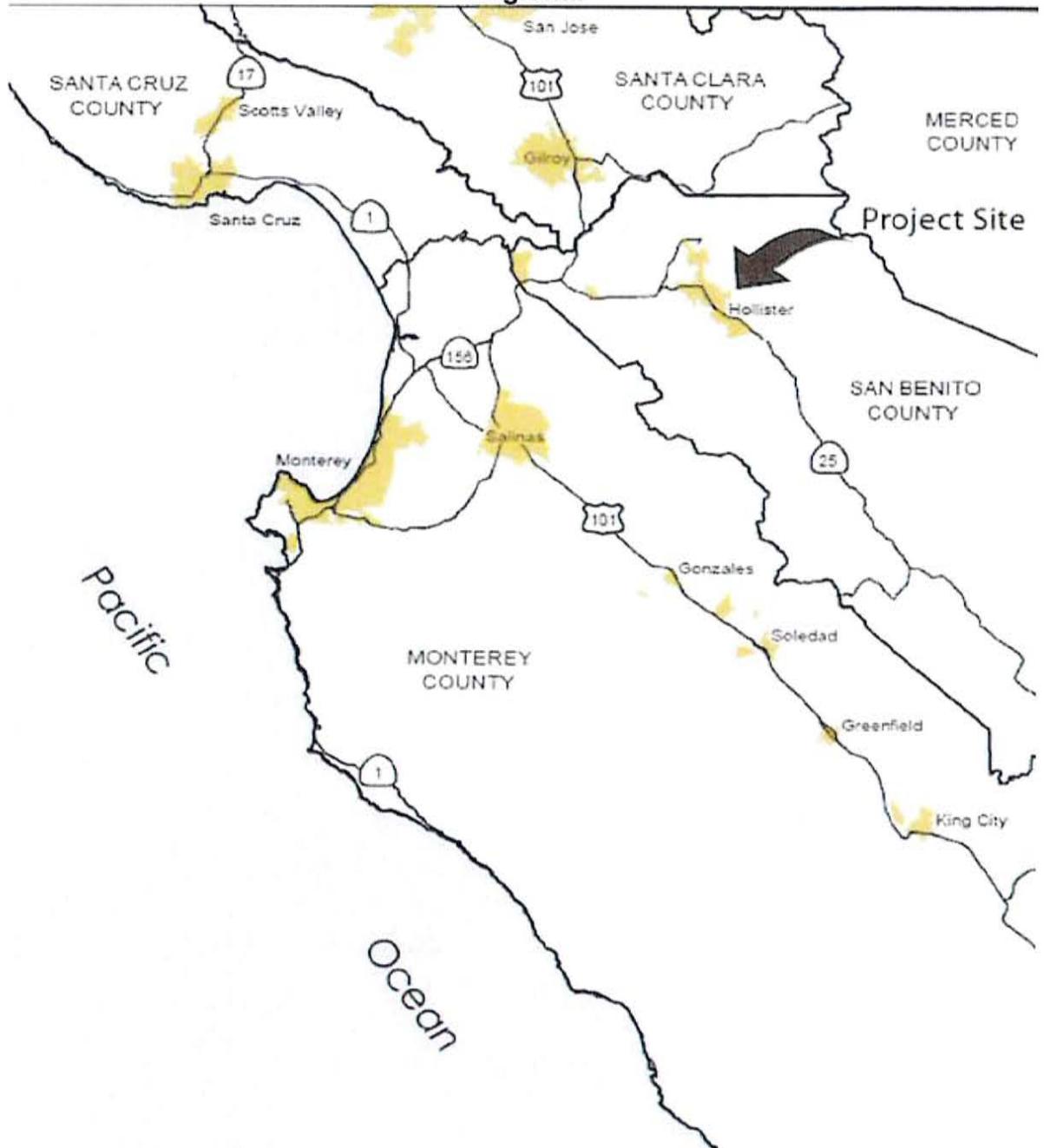


FIGURE 2
Project location



Legend

- A** San Benito High School
- B** Rancho San Justo Middle School and Sports Complex
- C** Sunnyslope Elementary School

is identified as a proposed Class II bike lane in the San Benito County Pedestrian and Bikeway Master Plan [5, Figure 6-4)]. A small section on the north side of Nash Road is striped with a Class II bike lane west of San Benito Street. The intersection of San Benito Street and Nash Road is one of the most congested intersections in the City of Hollister, operating at a level of service of F. [6.b.] West of San Benito Street, Nash Road is a 58 foot right-of-way with two lanes. East of San Benito Street Nash Road has two lanes and a shared center lane. Off street parking is prohibited.

Bicyclists have been observed riding on sidewalks on this road segment due to an insufficient shoulder.

Tres Pinos Road – ‘Central Commercial’. Tres Pinos Road extends from Prune Street to Pinnacles National Park Highway (Highway 25) through a variety of neighborhood commercial services and also serves as a truck route. There are multiple driveways with poorly coordinated access on the north side of Tres Pinos Road. A “Bypass” to State Route 25 was completed in 2010 to divert through traffic from downtown Hollister and Tres Pinos Road. The Bypass, or Pinnacles National Park Highway, intersects the eastern terminus of Tres Pinos Road as shown on Figure 2. Rancho San Justo Middle School has primary access from Tres Pinos Road at Rancho Drive. This section of the corridor is also used by students travelling to and from San Benito High School. East of Rancho Drive, Tres Pinos Road is developed with two travel lanes in each direction and a dual left-turn lane. Tres Pinos Road is identified as a proposed Class II bike lane on the San Benito County Pedestrian and Bicycle Master Plan [5, Figure 6-4)]. There are two signalized intersections on Tres Pinos Road with Ladd Lane and Pinnacles National Park Highway. The right-of-way varies in width from 60 feet on the western end to 116.5 feet. Average daily traffic volumes vary from about 14,000 to 22,000 vehicle trips per day [7]

Sunnyslope Road – “Suburban”. Sunnyslope begins just east of Pinnacles National Park Highway and is developed with 5-6 foot wide Class II bike lanes to Memorial Drive – the end of the project area. Sunnyslope Road has two travel lanes in both directions and the right-of-way varies in width from 75.5 to 83 feet. The road is shown as a Major Collector on the City of Hollister General Plan Circulation Diagram [6, Map 12]. There is potential for infill mixed use development on a nearly 7 acre parcel on the south side of the road. The intersection of Sunnyslope/Memorial is signalized. Average daily traffic volumes on Sunnyslope Road are about 14,395 vehicle trips per day near the middle of the road segment but reduce to 7,392 vehicle trips per day east of Memorial Drive [3].

McCray Street. The section of McCray Street in the project area between Hillcrest Road and Tres Pinos Road was extended around 1997 to serve as an interim mini-bypass to downtown Hollister until the completion of the Highway 25 Bypass. South of Hillcrest Road, McCray Street was constructed as a 40 right-of-way with two lanes in each direction. The existing railroad tracks constrained the width of the street so the majority of the road was developed without sidewalks or bicycle lanes. Sidewalk improvements are limited to the east side of the road between Gibbs Drive and East Park Street. The intersection of McCray Street with Tres Pinos Road was terminated with the construction of the Bypass. There is potential for infill commercial development on the east side of McCray Street from 14 acres of recently annexed properties between Tres Pinos Road and Gibbs Drive. North of Gibbs Drive, a seven acre vacant mixed use parcel called the ‘Leatherback Property’ will soon be sold by the Successor Agency to the former City of Hollister Redevelopment Agency. Sidewalk, curb and gutter improvements on the east side

of McCray Street will be required as part of development of these vacant properties. Average daily traffic volumes on McCray Street when it served as a mini-bypass to Downtown was about 16,000 vehicle trips per day but traffic volumes significantly dropped with the opening of the new Bypass - Pinnacles National Park Highway [3].

Prospect Avenue is a two lane local street that parallels McCray Street between South-Hillcrest and Park Streets. This street served as the north-south connection to Tres Pinos Road prior to construction McCray Street as a mini-bypass. South of Park Street, Prospect Avenue was converted to a parking lot for the Rancho San Justo Sports Complex and became a dead-end lane. There are no sidewalks on the west or east side of the parking lot.

A narrow strip of land is located between McCray Street and Prospect Avenue-parking lot shown as Areas A, B and C on Figures 3, 4 and 5. Area A consists of portions of right-of-way that the City of Hollister acquired from the Southern Pacific Transportation Company (SPTC) to construct the McCray Street mini-bypass. Area A is a roughly 41,638 square foot space with a width of 65 feet near Park Street that tapers to 15 feet at the south. A Class I bike path is located along the west boundary of Area A. The remainder of the property is vacant with some weeds. Railroad tracks have been removed. Areas B and C remain in private ownership. Area B extends from Park Street to Gibbs Drive. The nearly 1.3 acre rectangular space has a Class 1 bike path along the east side of Prospect Avenue. Existing and abandoned sections of railroad track, compacted dirt and weeds are also located within Area B. Area C includes the land between Gibbs Drive and Hillcrest Road that encompasses existing and abandoned railroad track and ruderal vegetation. Near Hillcrest Road, the railroad tracks are still used for backup of rail cars.

North of Hillcrest Road-South Street, McCray Street widens to an 86-foot wide right-of way with two lanes of travel in each direction, a center turning lane and six foot wide sidewalks on the east side. Commercial land uses are located on most of the street between Hillcrest Road and Third Street. There is a mix of commercial and residential land uses further to the north.

- 4. General Plan Designation and Zoning:** There are a combination of General Plan designations and associated zoning districts in the project area. Figure 6 illustrates the general plan designations on Nash Road, Tres Pinos Road, Sunnyslope Road and McCray Street in the project area. Table 1 summarizes the general plan and zoning district by road segment. [8][9]

Figure 3
Areas A, B and C



Detail of Areas A, B and C

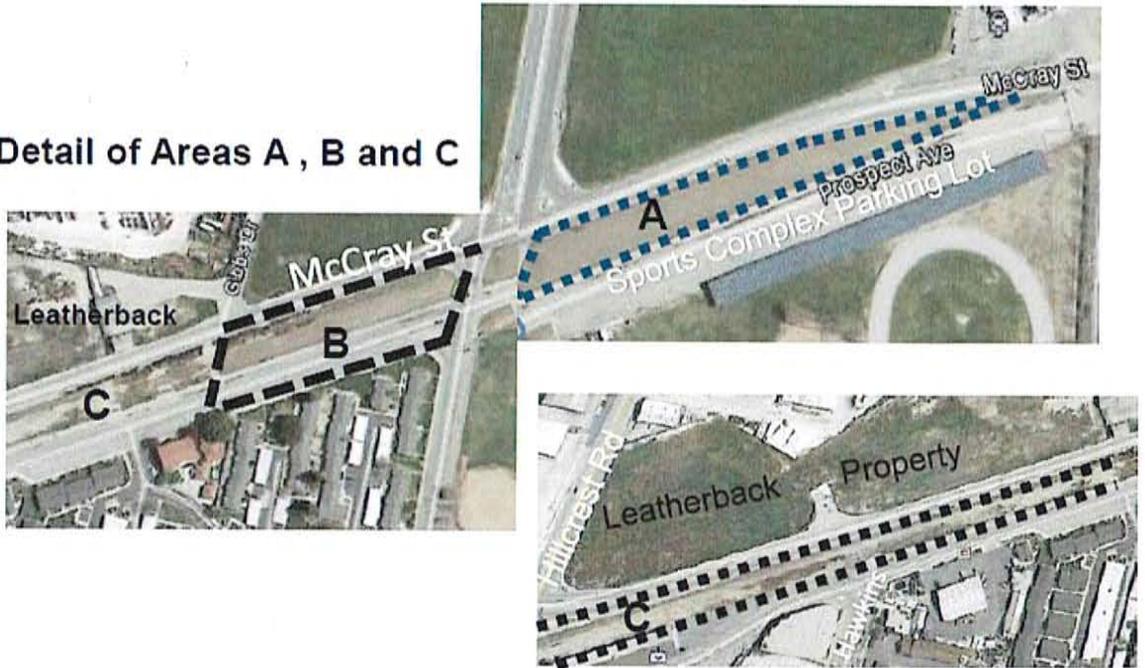


Figure 4
Photographs of Areas A and B



View of Area A facing south at Park Street



View of Area A facing north near Gibson Drive



View of Area B facing south near Gibbs Drive



View of Area B facing north on Park Street

Figure 5
Photographs of Area C



View of Area C Facing south at South Street



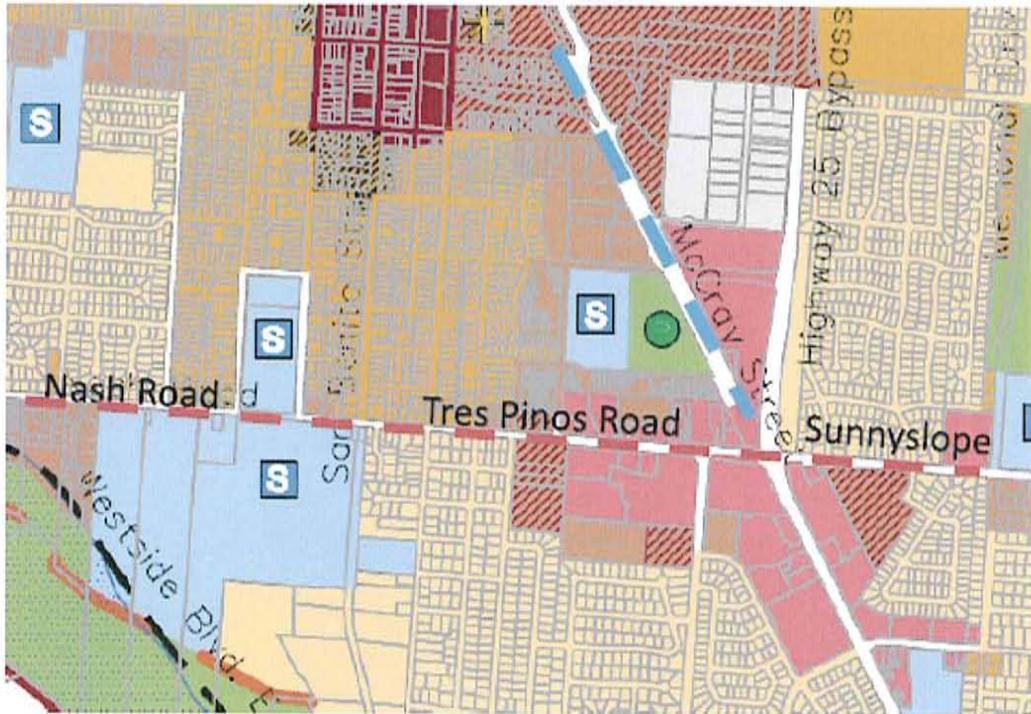
View of Area C facing north

TABLE 1
Zoning Districts and General Plan on Corridors

Road Section	Zoning District	General Plan Designation
Nash Road		
– Powell - Hodel Alley	R1, Single Family Residential R4, Public Facility	Low Density Residential High Density Residential Public Public, Medium Density Residential, High Density Residential
– Hodel Alley – Cushman Drive	Public Facility, Old Town	
Tres Pinos Road		
– Cushman – Rancho Drive	Neighborhood Mixed Use	Mixed Use
– Rancho Drive – Pinnacles National Park Highway.	General Commercial	General Commercial
Sunnyslope Road		
Airline Hwy. – Black Forest	General Commercial R1, Single Family Residential	General Commercial, Low Density Residential
Black Forrest – Versailles	R1, Single Family Residential Neighborhood Mixed Use	Low Density Residential Mixed Use
Versailles - Memorial	R1, Single Family Residential Commercial Office	Low Density Residential General Commercial
McCray Street		
Santa Ana – Third	Medium & High Density Residential , General Commercial	Medium and High Density Residential, General Commercial
Third - Hillcrest	Mixed Use – Neighborhood Commercial	Neighborhood Mixed Use Neighborhood Commercial
Hillcrest – Gibbs Drive	Neighborhood Mixed Use R4 High Density Residential	Mixed Use, High Density Residential
Gibbs Drive – East Park	General Commercial R4 High Density Residential	General Commercial High Density Residential
East Park – Tres Pinos Road	General Commercial R4 High Density Residential Park	General Commercial High Density Residential Public/Quasi-Public

Sources: City of Hollister General Plan Land Use Plan, Map 2; City of Hollister Zoning Map

Figure 6
City of Hollister General Plan Land Use Plan



Legend

- | | | | | |
|----------------------------|-----------------------------------|--------------------------|-----------------|------------------------|
| Residential Estate | Wood-Use | North Gateway Commercial | Airport Support | Transit Hub |
| Low Density Residential | Downtown Commercial and Mixed-Use | General Commercial | Public | School |
| Medium Density Residential | Home Office | Industrial | Open Space | Park |
| High Density Residential | West Gateway | Airport | Agriculture | North Gateway Corridor |
-
- | | |
|--|--|
| | McCray Street Corridor |
| | Nash/Tres Pinos/Sunnyslope Road Corridor |

5. **Project Description:** The City of Hollister received a Caltrans Environmental Justice Transportation Planning Grant to prepare a Complete Streets Plan, the “Draft Plan”, with concepts to improve safety and mobility on two corridors in central Hollister – Nash/Tres Pinos/Sunnyslope Road between Powell Street and Memorial Drive and McCray Street between Tres Pinos Road and South Street-Hillcrest Road. Concepts have also been developed for the northern section of McCray Street and Sunnyslope Road between Memorial Drive and Clearview Drive. The concepts in the Draft Plan were developed with public input from three community workshops and seven stakeholder meetings, an on-line survey, a walking-audit and a bilingual door-to-door survey conducted by the Youth Alliance. The complete street concepts in the Draft Plan are shown on Figures 7 through 19 with a brief explanation of the objectives and timing for the improvements. Table 2 lists the project concepts and anticipated timing by location on the corridor. Table 2 also summarizes concepts that qualify for an exemption in the California Environmental Quality Act and concepts that are part of the of the proposed project for this initial study. With the exception of the land in Areas A, B and C, the improvements will be within the existing rights-of-way of the project corridors and Prospect Avenue. Figure 8 in the draft plan shows a possible mini-bypass around the south side of San Benito High School that could be used in conjunction with closure of Nash Road for vehicles. The mini-bypass is speculative at this time and beyond the scope of this initial study. The San Benito County Public Works Department is preparing a traffic study and environmental analysis of this concept.

“Road Diet”. One of the key strategies to improve mobility for bicycles in the draft plan is restriping the pavement in existing rights-of-way for a “road diet” on Nash Road, Tres Pinos Road, Sunnyslope Road up to Clearview Drive and all of McCray Street. The road diets would reduce the width of vehicle lanes to provide space for Class II bike lanes or buffered Class IV bicycle lanes. It is expected that the narrower travel lanes will help reduce the speed of travel of vehicles and calm traffic. The creation of a bicycle lane on existing right-of-way meets exemption criteria in the California Environmental Quality Act for a Minor Alteration to Land Class 4 categorical exemption section 15304(h) and 15301 (c) for Existing Facilities. None of the activities will require grading or removal of vegetation.

“Pedestrian Safety” Several concepts in the draft plan are proposed to improve safety for pedestrians. An **elevated street table** with retractable bollards is proposed to improve safety for pedestrians crossing between the north and south side of San Benito High School on Nash Road just west of Monterey Street as shown on Figure 8. Presently stop signs at the southern terminus of Monterey Street and the east and westbound approaches on Nash Road are used to control traffic in conjunction with student crossing guards. Pedestrian refuge islands would be integrated into roundabouts and midblock crossings on Tres Pinos to reduce the distance of travel of pedestrians crossing the collector. Right-turn channelization islands are also proposed at the intersection of Tres Pinos-Sunnyslope

TABLE 2 – Summary of Concepts by Road Section

Complete Street Concept by Road Section	Timing	Categorically Exempt California Environmental Quality Act
<p>NASH ROAD: Powell to San Benito (See Figure 7)</p> <ul style="list-style-type: none"> - Narrow travel lanes to 11 feet to add space to stripe bikes lane with 3 foot buffer - Bike lane (no buffer) and add three feet to sidewalk - Curb extensions 	<p>Short Term</p> <p>Mid Term</p> <p>Mid Term</p>	<p>Exempt §15304 (h), Exempt §15282 (j)</p> <p>Exempt §15301(c) 15304(h), Exempt §15301 (c)</p>
<p>NASH ROAD: Nash Intersections with West and Monterey (Figure 8)</p> <ul style="list-style-type: none"> - High visibility crosswalks 	<p>Short Term</p>	<p>Exempt §15301 (c)(f)</p>
<p>INTERSECTION: San Benito/Nash (Figure 9)</p> <ul style="list-style-type: none"> - High visibility crosswalks - Change signal timing to add a Leading Pedestrian Interval ¹ - Relocate northbound bike lane to west of right only lane - Westbound sharrow bike/vehicle lane on east side of intersection 	<p>Short-term</p> <p>Short-term</p> <p>Short-term</p> <p>Short-term</p>	<p>Exempt §15301 (c)</p> <p>Exempt §15301 (c)(f)</p> <p>Exempt §15282 (j)</p> <p>Exempt §15282 (j)</p>
<p>NASH ROAD: San Benito to Prune (Figure 9)</p> <ul style="list-style-type: none"> - High visibility crosswalks at intersections with Sally, Cienega and Prune to improve pedestrian safety 	<p>Short-term</p>	<p>Exempt §15301 (c)(f)</p>
<p>TRES PINOS ROAD: Tres Pinos/Cushman Intersection (Figure 10)</p> <ul style="list-style-type: none"> - Refuge island and strip crosswalk on west side 	<p>Short-term</p>	<p>Exempt §15301 (c)</p>
<p>TRES PINOS ROAD: Tres Pinos/Rancho Dr. Intersection (Figure 10)</p> <ul style="list-style-type: none"> - Construct a roundabout at intersection with the addition of access to property to the south. 	<p>Long-term</p>	<p>NOT EXEMPT</p>
<p>TRES PINOS ROAD: Tres Pinos/Ladd Lane Intersection (Figure 12)</p> <ul style="list-style-type: none"> - Replace traffic signal with a roundabout and reduce the number of west bound travel lanes to two on the west side of the intersection. 	<p>Long-term</p>	<p>NOT EXEMPT</p>
<p>INTERSECTION: Tres Pinos Road-Sunnyslope/Highway 25 (Pinnacles National Park Highway) Intersection (Figure 12)</p> <ul style="list-style-type: none"> - Channelization of all right-turn islands at intersection 	<p>Mid-Term</p>	<p>Exempt §15304 (c)(f) minor alterations to land</p>
<p>SUNNYSLOPE ROAD: Highway 25 (Pinnacles National Park Highway) to Memorial (Figure 12)</p> <ul style="list-style-type: none"> - Narrow travel lanes to 10' - Widen Class II bike lane to 6 feet - Road Diet (Eliminate ten foot lane, add buffered bike lane, add 14.5 foot landscaped median with left-turn pockets at Black Forest, and Versailles, add five foot pedestrian buffer) 	<p>Short-term</p> <p>Long-term</p>	<p>Exempt §15304(h) & §15301(c)(f)</p> <p>NOT EXEMPT - construction of landscaped median and pedestrian buffer</p>

¹ A “lead pedestrian interval” adjusts the signal phasing to allow the pedestrians to cross three to seven seconds before a corresponding green signal for cars to give the pedestrians a head start.

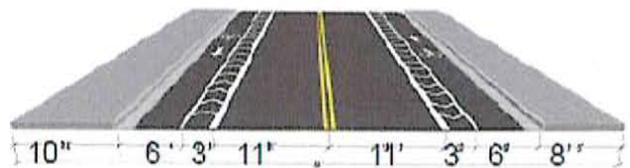
TABLE 2 – Summary of Concepts by Road Section

Complete Street Concept by Road Section	Timing	Categorically Exempt California Environmental Quality Act
<p>SUNNYSLOPE ROAD: East of Memorial Drive (Figure 13)</p> <ul style="list-style-type: none"> – Road Diet (Narrow lanes to ten feet, widen center turn lane to 11 feet, add buffered bike lane, add on street parking on south side of Sunnyslope) 	Long-term	Exempt §15304 (h) §15301 (c)(f)
<p>McCRA Y STREET: Gibson Drive to Park Street (Figure 14)</p> <ul style="list-style-type: none"> – Reconfigure parking lot at the Rancho Sports Complex to add a southern access and provide an option for a parent drop-off – Striping Class II bike path on McCray Street – Create a new roundabout with Gibson Drive, McCray Street, El Toro Gas and property to east – Relocation of McCray Street to the west just east of the Rancho San Justo Sports Complex parking lot with two lanes, Class II bike lanes and off-street parking on the east side – Construction of a multi-modal bike path on the west side of the Rancho San Justo Sports Complex with a connection to the new open space area on Area A. 	<p>Long-term</p> <p>Long-term</p> <p>Term-term</p> <p>Long-term</p> <p>Long-term</p>	<p>Exempt §15301 (c)(f)</p> <p>Exempt §15304 (h)</p> <p>NOT EXEMPT</p> <p>NOT EXEMPT</p> <p>Exempt §15301 (c)(f), §15304 (h)</p>
<p>INTERSECTIONS: McCray Street intersections with East Park Street and Prospect Avenue: (Figures 16)</p> <ul style="list-style-type: none"> – Construct a roundabout that combines the two intersections separated by about 100 feet into one intersection. 	Long-term	NOT EXEMPT
<p>PROSPECT AVENUE: (Figure 17)</p> <ul style="list-style-type: none"> – Closure of Prospect Avenue between Gibbs Drive and Park Street for development of a bike-pedestrian path and open space area. Note: This concept requires acquisition of an existing railroad right-of-way. 	Long-term	NOT EXEMPT
<p>McCRA Y STREET: Hawkins Street to Hillcrest Road (Figure 18)</p> <ul style="list-style-type: none"> – Road Diet: Change road from four lane to three lanes, reduce travel lanes to ten feet, add a dual left-turn lane, Class II bike lanes and landscaping and sidewalk on the east side of the right-of-way. 	Short-term	Exempt §15304(h); §15301(c)(f)
<p>McCRA Y STREET: Hillcrest Road to Santa Ana Road (Figure 19)</p> <ul style="list-style-type: none"> – Near term Road Diet: Reduce lane widths to add space for a buffered bike lane. – Long term Road Diet: Reduce five lanes to three with a dual left-turn lane, buffered Class II bike lane and fully separated bicycle – pedestrian lane. 	<p>Short-term</p> <p>Long-term</p>	<p>Exempt §15304(h); §15301(c)(f)</p> <p>Exempt §15304(h); §15301(c)(f)</p>

Figure 7
Project Concepts: Nash Road Powell Street to San Benito Street

Short term –

- Narrow travel lanes for cars , add a bike lane on north side and buffer for bike lanes on both side of the street



Mid-term

- Widen curb and extend sidewalk by 3 feet to provide more space for students walking to the high school and pedestrians

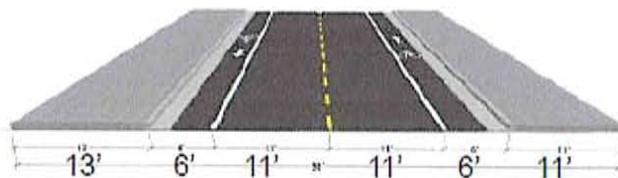


Figure 8
Project Concept: Raised speed table with bollards for temporary closures near San Benito High School

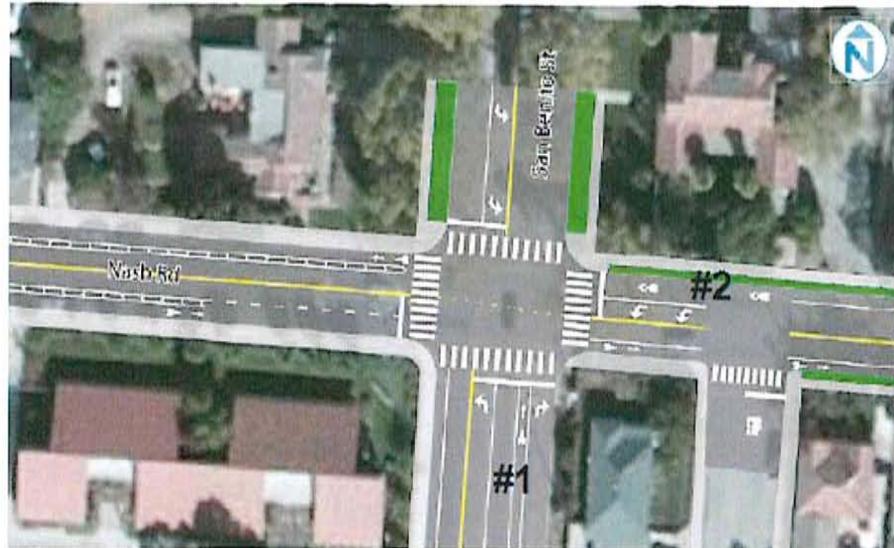


Raised speed table with bollards for temporary closures at San Benito High School, plan view.
Source: Nelson/Nygaard, 2014

Long-term Concept

1. Calm traffic in area with high pedestrian volumes when Nash Road is open to traffic.
2. Maintain pedestrian and bicycle corridors for the public on raised speed table.
3. Allow temporary closure of Nash Road for student crossings, special events and part of the school day. Possible permanent closure in conjunction with a southern bypass around the high school campus (not part of this project)
4. Use of retractable bollards to allow emergency access on Nash Road.

Figure 9
Project Concepts: Nash Road from San Benito Street to Prune Street



Short-term: Intersection of San Benito and Nash

1. Relocate bike lane from R-turn lane to improve safety on San Benito Street
2. Sharrow – () Shared bicycle and vehicular lane at intersection approach
3. Change signal timing to add a lead pedestrian interval to improve pedestrian safety



Long-term: Nash Road between San Benito and Prune

1. Replace dual left-turn lane with 'de facto' left turn pockets at intersections
2. Add Class II buffered bicycle lanes to improve safety for cyclists.
3. High visibility cross walks to improve pedestrian safety.
4. Reduce vehicle lane width to 11 feet to maintain truck route & calm traffic

Figure 10
Project Concepts: Tres Pinos Road
Cushman Drive and Rancho Drive



Short term Concept

1. Relocate crosswalks at Cushman Drive to west side of intersection and add a pedestrian refuge to improve safety

Long term Concepts

2. New Roundabout to improve safety, reduce distance for pedestrians crossing Tres Pinos Road, reduce speed of traffic and delays for left-turns.
3. Future access to property on south side of roundabout to be coordinated with redevelopment of the land.
4. Restripe road to include a Class II bike lane (see lane width concepts on Figure 11).

Road/Pinnacle National Park Highway (25) to reduce the distance for crossing and improve the visibility of pedestrians. The striping for high visibility crosswalks on existing paved road qualify for a Class I Categorical Exemption from Existing Facilities in Section 5301 (c) of the California Environmental Quality Act.

“Roundabouts” are proposed as long-term solutions in the Draft Plan at four intersections to help alleviate congestion, calm traffic, improve safety and reduce the distance for pedestrians crossing the corridors.

Tres Pinos Road/Rancho Drive – Long-Term Concept: The existing T-intersection of Tres Pinos Road/Rancho Drive is proposed to be replaced with a roundabout as shown on Figure 10. Future access to an existing commercial property with a gym is proposed as part of the concept. The intersection, which is used to reach Rancho San Justo Middle School and residences, experiences congestion particularly during the start and end of the school day for left-turn movements and student crossings. The replacement of the T intersection with a roundabout addresses issues raised during community outreach related to the safety of pedestrians crossing Tres Pinos Road, unsafe left-turns at Rancho Drive, Cushman Drive and nearby commercial businesses and congestion at the intersection. The roundabout is proposed to allow an opportunity for left-turn movements at the intersections of Tres Pinos Road with Rancho Drive and U-turns for motorists attempting to turn left and Cushman Drive and nearby commercial businesses to the east.

Tres Pinos Road/Ladd Lane – Long Term Concept: The signalized intersection of Tres Pinos Road with Ladd Lane and a commercial center is proposed to be replaced with a roundabout as shown on Figure 12. The concept is proposed to help calm traffic and improve safety for pedestrians crossing Tres Pinos Road. West of the intersection, the two travel lanes in each direction and center turn lane would be replaced with a buffered Class IV bicycle lanes on both sides of the street, a single lane of travel in each direction and a landscaped median.

McCray Street/Park Street: There are two intersections with four-way stops on Park Street located about 100 feet apart Park Street/Prospect Avenue and East Park Street/McCray Street as shown on Figures 15 and 16. The roundabout is proposed to address concerns raised about the lack of safe pedestrian facilities and crossings and eliminate duplicative stops within a short distance for east and westbound traffic on Park Street.

McCray Street/Gibson Drive: A small roundabout at the intersection of Gibson Drive, McCray Street, El Toro Gas and vacant commercial land to the east is proposed to coordinate access between existing and future infill development.

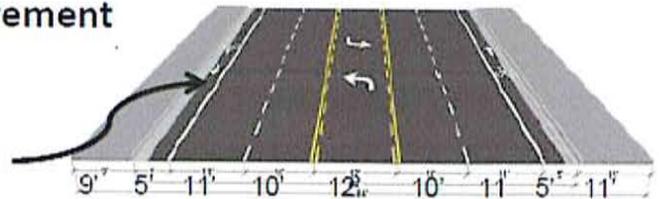
Figure 11

Project Concepts: Tres Pinos Road between Rancho Drive & Ladd Lane



Short term Concepts –

1. Pedestrian safety improvement
Mid-block crossing
2. Restripe narrower lanes
to provide Class 2 bike lanes



Long term Concepts –

1. Eliminate one vehicle lane
2. Replace dual left turn lane with landscaped median to eliminate safety hazards from cross traffic and direct U-turns to roundabouts
3. Stripe buffered bike lane to improve safety for cyclists

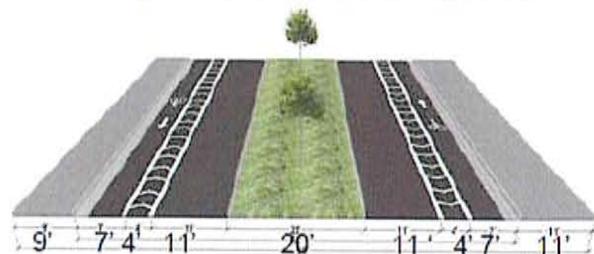


Figure 12
Project Concepts: Tres Pinos near Ladd Lane and
Pinnacles National Park Highway



Long Term Concepts

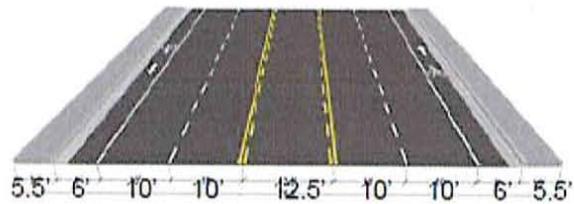
1. Replace signal at Tres Pinos Rd/Ladd Ln with a roundabout to improve safety, reduce speed of traffic and distance for pedestrians crossing Tres Pinos Rd., Ladd Ln. and shopping center driveway. Roundabout designed with a truck apron.
2. Reduce number of lanes traveling westbound from roundabout on Tres Pinos Road from two to one and replace dual left-turn lane with a landscape median to calm traffic. Roundabout will allow motorists to make a U-turn instead of using the dual left-turn lane.
3. Add right-turn channelization islands at all corners of intersection to reduce distance for pedestrians and length of the cycle of the traffic light.
4. Bike lane ramps to avoid bicycling through a multi-lane roundabout

Figure 13
Project Concepts: Sunnyslope Road
Pinnacles National Park Highway to Memorial Drive



Short term

- Narrow travel lanes to widen
- Class II bike lane to improve safety



Long term Road Diet

- Move curb and reduce road width by 10 feet
- Replace center lane with landscape median and left-turn pockets
- Widen landscape buffer on sidewalks
- Add buffer to bike lane

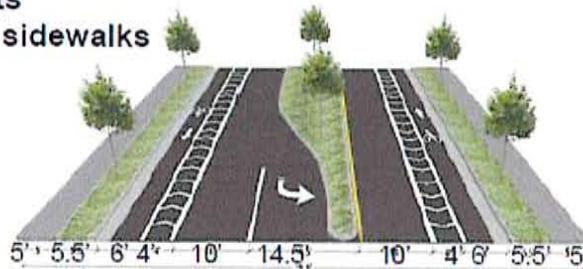


Figure 14
Project Concepts: Sunnyslope Road East of Memorial Drive

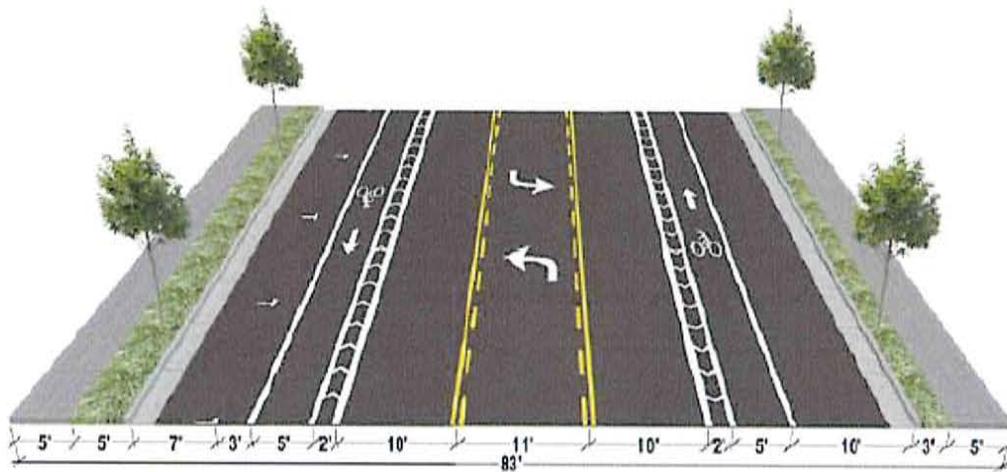


Figure 15
Project Concept Roundabout to replace two four-way stop intersections

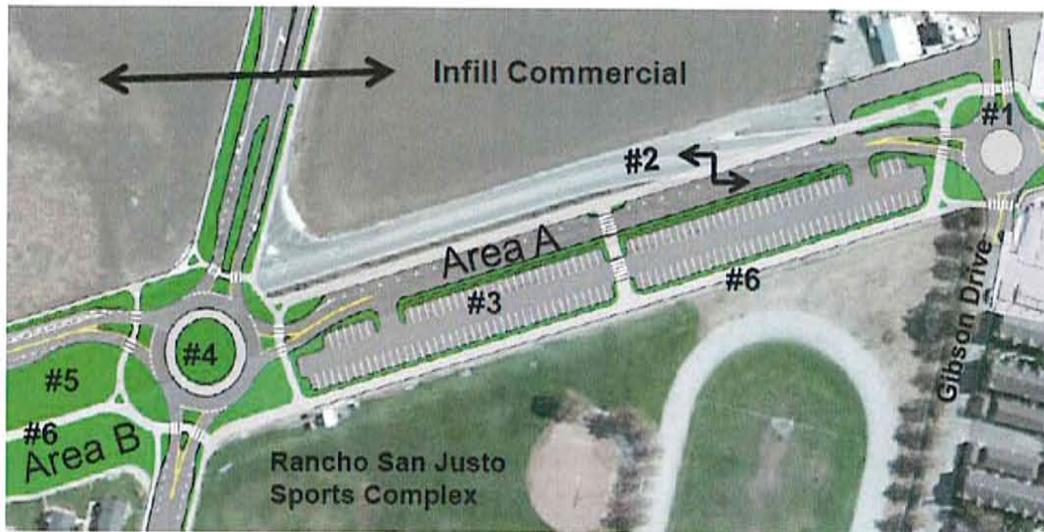
Existing Four-way Stop Intersections (McCray St/ East Park St and Prospect Ave/Park St)



New roundabout combines McCray St/East Park St and Prospect Ave/Park St into one intersection



Figure 16
Project Concepts on South Section of McCray Street



Long Term Concepts

1. New Intersection with a roundabout joining Gibson Dr., El Toro Gas & McCray St. and future coordinated access to Infill commercial to east
2. Relocation of McCray Street to the west within existing vacant undeveloped right-of-way of Area A (see Detail of Area A on Figure 3). New street to include Class II bike lanes and on-street parking on east side.
3. Reconfigure Rancho San Justo Sports Complex parking lot to add southern Ingress/egress to provide a parent drop off and pick up area to reduce congestion on East Park St. and Rancho Dr. and improve safety.
4. Eliminate the 125 foot distance between the East Park St. intersections with McCray St. and Prospect Ave. by merging them into a roundabout to reduce pedestrian crossings, improve pedestrian safety and reduce redundant stops at the two intersections and associated delays (see Figure 15).
5. Conversion of Prospect Avenue between Gibbs Drive and East Park Street to an open space/overflow parking area with a Class I bike lane.
6. Bike path – pedestrian path to improve multi-modal access particularly for seniors in nearby apartments, students and users of the Rancho San Justo Sports complex.

Figure 17
Concepts for McCray Street and Prospect Avenue



Long Term Project Concept

1. Area B closure of Prospect Avenue between Gibbs Drive and Park Street for development of a bike-pedestrian path and open space/over flow parking area
2. Area C long term conversion of existing railroad right-of-way to open space with a bike-pedestrian path and landscaping.

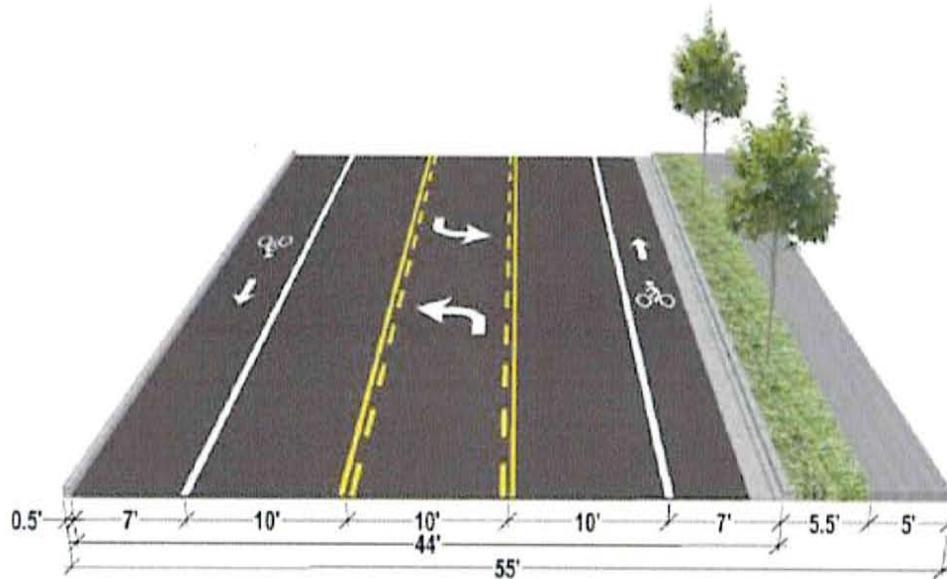
“Parent drop-off”. Development of an eastern location for pick up and drop off of students at Rancho San Justo Middle School is proposed to address concerns about congestion on Rancho Drive and Park Street along the middle school frontages at the beginning and end of the school day. The proposed concept shown on Figure 16 would add southern access to the parking lot. Some of the parking spaces would be designated “No Park” during the beginning and end of the school days to provide a drop off zone but would be available for parking the remainder of the day. A net reduction in parking spaces is not expected.

“Re-alignment of McCray Street”. The Draft Plan explains that since the completion of the new Bypass, two travel lanes in both directions are no longer warranted on McCray Street. The concept for this section of the corridor is to create a “main street” type of experience. The road would be re-aligned to Area A as shown on Figure 16 and the existing right-of-way would be sold and integrated into infill development to the east. McCray Street would be narrowed to two lanes with a Class II bicycle lane on both sides and the addition of on-street parking on the east side to serve future commercial development. A mid-block crossing is proposed between the sports complex parking and infill commercial lands to the east. A multi-use pedestrian and bicycle path is proposed on the west side of the sports complex parking lot to eliminate an existing gap particularly for seniors with wheelchairs identified by stakeholders.

“Partial closure of Prospect Avenue-Long Term Concept”. The purpose of two closely spaced streets with low traffic volumes, McCray Street and Prospect Avenue between Park Street and Gibbs Drive was questioned during community outreach. Figure 17 shows a proposed concept for Area B to close Prospect Avenue between Park Street and Gibbs Drive and use the space for a multi-use path, open space and overflow parking. This concept would require funding and an agreement from the property owner for the purchase of the property.

“Area C – Long Term Concept”. The long term concept for Area C would be to extend the multi-use path toward Hillcrest Road in the area of an existing railroad right-of-way. This long-term concept would require funding and agreements from the property owner for an easement or purchase of the property.

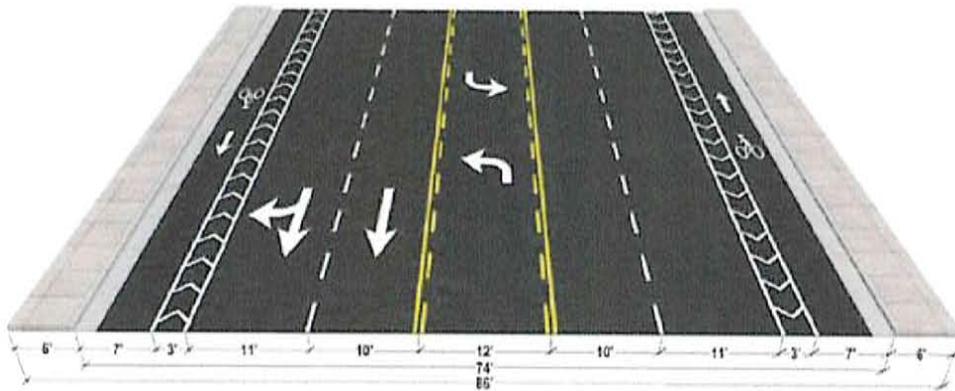
Figure 18
Project Concept "Road Diet"
McCray Street: Hawkins Street to Hillcrest Road



Short-term Concepts

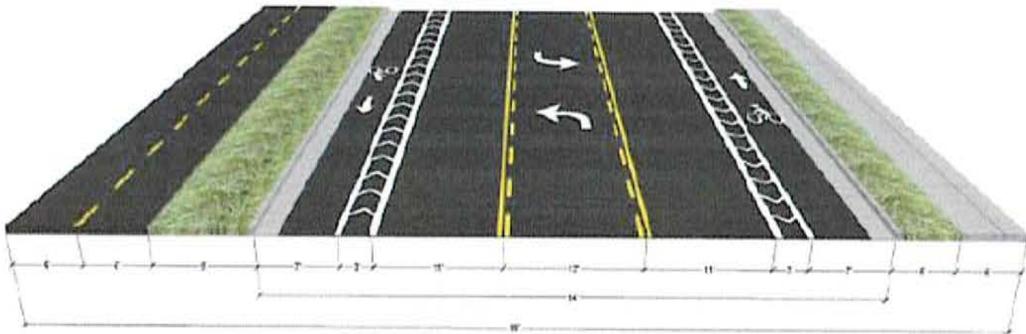
- Add Class II bike lanes to improve safety for cyclists
- Add landscaping and sidewalk to east side to improve pedestrian facilities
- Reduce number of vehicle lanes from four to two to calm traffic and provide space for other modes of transportation
- Add a dual left-turn lane

Figure 19
Project Concepts "Road Diet"
McCray Street North of Hillcrest Rd



Short Term Road Diet

- New buffered Class IV bike lane for safety for cyclists
- Two vehicle lanes with right-turn option
- Dual left turn lane



Long Term Road Diet

- Fully separated bike-pedestrian lane to improve pedestrian and bicycle safety
- Buffered Class IV bike lane
- Elimination of two travel lanes

7. **Project sponsor's name and address:**

City of Hollister Development Services Department
375 Fifth Street
Hollister, California

Contact: Mary M. Paxton, (831) 636-4316, mary.paxton@hollister.ca.gov

8. **Use of Previous Environmental Documents:** The following environmental documents are hereby incorporated by reference into this initial study:

- McCray Street/Prospect Avenue Realignment, City of Hollister, February 1991
- Final Environmental Assessment, Highway 25 Bypass Project, August 2003

DETERMINATION

On the basis of this initial study:

	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
✓	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.



Signature

Date

Name of Preparer: Mary M. Paxton, Program Manager, City of Hollister
375 Fifth Street, Hollister, CA 95023
(831) 636-4360 Fax (831) 636-4364

INITIAL STUDY

I. AESTHETICS– Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d) Create a new source of substantial light or glare which would adversely affect day or night time views in the area:				X

Findings: Please refer to Section 3, Surrounding Land Uses and Setting and Section 5, Project Description.

1.a. c. d. No Impact. The project consists of improvements to mobility on Nash Road (east of Powell Street), Tres Pinos Road, portions of Sunnyslope Road (west of Clearview Drive) and McCray Street. Project concepts will add striping to the roads for bike lanes and bike buffers, cross walks, and adjustment to lane widths, curb extensions at intersections and will replace the center travel lane on Nash Road and a travel lane on Sunnyslope Road between Black Forest Drive and Memorial Drive with a landscaped median. Landscaping is also incorporated into the conceptual design of the four new roundabouts and some sections of the corridors. The striping impacts will have a negligible visual impact on the corridors. The addition of landscaping and the roundabouts and along the corridors could improve the visual environment by adding trees, vegetation, shade and reducing glare from paved surfaces.

The conversion of the southern portion of Prospect Avenue to a hybrid parking lot/open space area and relocation of McCray Street to the west between Gibson Drive and East Park Street would not have an effect on a scenic vista. Areas A, B and C are blighted vacant underdeveloped properties with weeds (see Figures 4 and 5). A coordinated streetscape with landscaping, Class II bike paths, a multi-use path and open space area could result in a beneficial visual impact by enhancing the visual character or the McCray Street corridor and providing a visual link to downtown Hollister.

1.b. **No Impact.** There are no designated scenic resources on the corridors and there is not a designated state scenic highway in the City of Hollister. to an open space area and landscaping constructed with roundabouts.

Mitigations: None required.

II. AGRICULTURAL RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use:				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X

Findings:

No Impact: The complete streets improvements will be substantially implemented within the rights-of-way of Nash Road, Tres Pinos Road, Sunnyslope Road, the Pinnacles National Park Highway/Sunnyslope Road-Tres Pinos Road intersection and McCray Street on areas mapped as Urban Built up Lands on the California Department of Conservation ‘San Benito Important Farmlands’ Map, 2005.[10] The concepts will not result in the direct or indirect removal of important farmlands or conflict with a Williamson Act contract.

Mitigations: None required.

III. AIR QUALITY – Where available, the	Potentially	Less Than	Less Than	No
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significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Significant Impact	Significant with Mitigation Incorporation	Significant Impact	Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		X		
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?		X		
d) Expose sensitive receptors to substantial pollutant concentrations?				X
e) Create objectionable odors affecting a substantial number of people?				X

Findings:

III. a. b. c. d. The project site is located within the North Central Coast Air Basin (NCCAB) and is subject to the air quality standards of significance established by the Monterey Bay Unified Air Pollution Control District (MBUAPCD). According to the 2013 Triennial Plan Revision Air Quality Management Plan, the North Central Coast Air Basin (NCCAB) air basin complies with federal standards but is non-attainment (i.e. currently exceeds) for state air quality standards for Ozone (O₃) and for inhalable particulates (PM₁₀). State standards are more restrictive than federal standards. The 2013 review to the plan reported that the Pinnacles National Monument and Hollister monitoring stations are the only stations that remain out of compliance for ozone but there has been measurable progress [11].

*Consistency with the Air Quality Management Plan – **No Impact.*** The MBUAPCD develops and administers the Air Quality Management Plan (AQMP) for the North Central Coast Air Basin. A project would be considered to be in conflict with or obstruct implementation of the AQMP if the project would be inconsistent with air pollution emission inventories within the plan. Emission inventories are projected based on the population growth estimates prepared by the Association of Monterey Bay Area Governments (AMBAG) and the projected vehicle miles traveled within the region. The streetscape improvements will not result in a direct or indirect increase in population and employment that could have the potential to obstruct implementation of the Monterey Bay Unified Air Pollution

Control District Final Triennial Plan Revision. The transportation improvements would have no impact on the emission inventories in the plan.

Chapter 4 of the Monterey Bay Unified Air Pollution Control District California Environmental Quality Act Implementation Guidelines encourages incorporation of elements into projects to reduce a demand for energy from vehicle miles traveled.[12] Several of the proposed short- and long-term project improvements are strategies to reduce vehicle miles travelled such as striping for a Class II bike lane and Class IV buffered bike lanes, and pedestrian oriented improvements (reduction of the width of pedestrian crossings with the construction of intersection bulb-outs, roundabouts, mid-block crossings, right turn islands, and street furniture and elimination of pedestrian gaps). The proposed project improvements could result in an increase in pedestrian and bicycle traffic on the corridors and an associated reduction in vehicle miles travelled. The short and long-term impacts of the pedestrian and bicycle concepts in the project would be **insignificant**.

There would not be a direct increase in emissions from operational impacts because the project is transportation improvements and the improvements are not expected to increase vehicle trips on the corridors.

Long-term concepts in the plan propose the construction of four roundabouts at the intersections of Tres Pinos Road/Rancho Drive, Tres Pinos Road/Ladd Lane, McCray Street/Gibson Drive and McCray Street/East Park Street and replacement of dual left-turn lanes with landscaped medians on sections of Tres Pinos Road and Sunnyslope Road and a street table on Nash Road. Roundabouts commonly reduce vehicle emissions because they lessen queuing delays and allow for designated turns without stopping as opposed to stop controlled intersections or signalized intersection where vehicles must wait for a green signal.

*Tres Pinos Road/Rancho Drive – **Less than significant**.* The existing T-intersection of Tres Pinos Road with Rancho Drive is proposed to be replaced with a roundabout as a long term concept as shown on Figure 10. Access to an existing commercial property with a gym is proposed as part of the concept. The intersection is a primary approach to Rancho San Justo Middle School. The intersection experiences congestion particularly during the start and end of the school day for left-turn movements and student crossings. The level of service was determined to be D in the morning peak hour and E in the afternoon peak hour prior to opening of the Highway 25 bypass with average delays for 31 to 47.9 seconds in a 2008 traffic engineering report [13]. A 2013 level of service evaluation at a nearby T intersection of Cushman Drive/Tres Pinos Road documented delays of 40.6 seconds in the morning peak hour and 26.4 in the afternoon peak hour [14]. The replacement of the T intersection with a roundabout will provide an opportunity for u-turns for left-turn movements at the intersections of Tres Pinos Road with Rancho Drive and Cushman Drive which will reduce vehicle emissions from left-turn delays. The roundabout will also integrate pedestrian refuge islands which will shorten the distance for

pedestrians to cross Tres Pinos Road which could eliminate a barrier to pedestrian travel and delays for pedestrian crossings. The roundabout could result in beneficial reduction in vehicle emissions from and greenhouse gas emissions and the impact would be **less than significant**.

Tres Pinos Road/Ladd Lane –Potentially significant. The signalized intersection of Tres Pinos Road with Ladd Lane and a commercial center is proposed to be replaced with a roundabout as a long term concept as shown on Figure 12. The intersection is currently operating at a Level of service of C with average delays of 25 seconds in the morning peak hour and 18 seconds in the afternoon peak hour. [14] Future design of the roundabout could result in **potentially significant** congestion and greenhouse gas emissions if it is not properly coordinated with the signalized intersection of Tres Pinos-Sunnyslope Road/Pinnacles National Park Highway. Mitigation Measure III-1 requires a preliminary design report and coordination with Caltrans prior to development of the final design of the roundabout to minimize the potential for a significant increase in congestion and vehicle emissions at the intersection of Tres Pinos Road/Ladd Lane and Tres Pinos Road-Sunnyslope Road/Pinnacles National Park Highway from construction of a roundabout.

McCray Street – Less than significant. Average daily traffic volumes on McCray Street when it served as a mini-bypass to Downtown Hollister was about 16,000 vehicle trips per day. Volumes have significantly reduced with the opening of the new bypass on Pinnacles National Park Highway [3].

There are two four-way stops located about 100 feet apart at the Park Street intersections with Prospect Avenue and McCray Street as shown on Figure 15. During the beginning and end of the school day, there is a significant back-up all the way to Rancho Drive for eastbound traffic at the Prospect/Park Street intersection in the afternoon. When the 100 foot space between the Park Street intersections with Prospect Avenue and McCray Street is filled with cars, the intersection of Park Street-Sports complex/Prospect intersection is periodically blocked by vehicles competing to turn right from the sports complex parking lot or travel eastbound on Park Street. The proposed project would consolidate the two closely spaced Park Street intersections into one roundabout as shown on Figures 15 and 16. The replacement of the two stop controlled intersections with one roundabout could contribute to a reduction in vehicle emissions by eliminating duplicative stops within a short distance. The proposed project also includes a concept to add an exit to the south end of the sports complex parking in order to establish a parent pick up and drop off area away from Park Street and Rancho Drive and reduce congestion on the local streets. A small portion of the sports complex parking lot is currently used as a pick up point for some students. The proposed concepts could result in a potentially beneficial reduction in vehicle emissions from congestion during the beginning and end of the school days and duplicative stops at the Park Street intersections. **The impact would be less than significant.**

The proposed project would establish a small roundabout at the intersection of Gibson Drive, McCray Street, El Toro Gas and vacant commercial land to the east as shown on Figure 16. The roundabout could reduce idling and delays for residents attempting to turn left on McCray Street from Gibson Drive. The location and design of the roundabout is intended to assure coordinated access between existing land uses and future development on the east side of McCray Street and to integrate with a proposed parent drop off area in the Rancho San Justo Sports Complex Parking lot. **The impact would be less than significant.**

Short-term Construction Impacts - Less than Significant. Short Term (Construction) activities could occur during construction of the concepts in the streetscape plan that would require site grading such as the four roundabouts, right-turn channelization lanes at the intersection of Tres Pinos-Sunnyslope Road/Pinnacles Park National Highway, construction of landscape medians on Tres Pinos Road, converting a portion of Prospect Avenue and vacant land in Area A to an open space area and re-aligning McCray Street to the west between Park Street and Gibson Drive. Funding has not been identified for the proposed concepts. It is anticipated that the construction activities will be piecemeal. Likely funding sources include a combination of infill development, grant funds and local, federal and state assistance for transportation improvements. The MBUAPCD has established the following thresholds of significance for project construction-generated PM¹⁰:

Daily construction emission limit:	82 lbs. /day
Area under construction disturbance	
Minimal earthmoving:	8.1 acres/day
Extensive earthmoving:	2.2 acres/day

The amount of ground disturbance will primarily require ripping pavement on relatively flat surfaces with minimal earth moving. The concepts will be piecemeal, small scale and well below the threshold of significance of 8.1 acres per day for minimal earth moving. The construction impacts on air quality would be insignificant. It should be noted that even though a mitigation measure is not required, Section 17.16.040 of the Hollister Municipal Code Chapter 18. Zoning requires construction activities to minimize dust or dirt emissions beyond the project boundary, through implementation of the following measures to control erosion, water graded areas and re-vegetate graded areas as soon as possible to minimize dust and erosion.

II.e. The streetscape improvements are transportation improvements and would not create odors. There would be **no impact**.

Mitigation Measure:

III-1 Prior to the development of the final design of the roundabout at Tres Pinos Road/Ladd Lane, the City of Hollister Engineering Department shall

contract with a qualified traffic engineering consultant to prepare a preliminary design report to assure that the final design of the roundabout will not result in a significant increase in congestion at the intersection of Tres Pinos Road/Ladd Lane or Tres Pinos-Sunnyslope Road/Pinnacles National Park Highway (25). The City of Hollister will also coordinate with Caltrans prior to the development of the final design of the roundabout.

IV. BIOLOGICAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

Findings:

Setting: The majority of the project area consists of paved roads and sidewalks. The exceptions are the strips of land west of McCray Street shown as Areas A, B and C on Figure 3. Please refer to Sections 3. Surrounding Land Uses and Setting and 5. Project Description for a more detailed description of Areas A, B and C.

IV.a.b.c.d.e.f. **No Impact:** The proposed project has a minimal potential for a direct or indirect adverse effect to a species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish. With the exception of Areas A, B and C the bulk of the transportation improvements that would disturb the ground involve the removal of paved surfaces and re-grading to install landscaped medians, landscaping, construction of roundabouts, curb extensions and right-turn channelization at the intersection of Highway 25/Tres Pinos-Sunnyslope Road.

The conversion of Areas B and C to open space/linear parks and realignment of McCray Street to Area A will have an insignificant impact on biological resources. Existing vegetation is ruderal. There are no trees or water features on the property and existing roads are a barrier to the movement of habitat. Portions of the properties are already developed with existing and abandoned railroad tracks and a Class I bike path.

It will be necessary for the City of Hollister to secure an encroachment permit from Caltrans to construct the proposed right-turn channelization at the intersection of Highway 25/Tres Pinos-Sunnyslope Road. A biotic assessment was prepared for the construction of the Highway 25 bypass. The assessment identified Annual Grasslands along Highway 25 corridor between East Park Street and Hillcrest Road as the only noteworthy habitat. The habitat has been subsequently removed and covered with pavement in association with the construction the Pinnacles National Park Highway. There was no riparian or other habitat of significance identified near the intersection of Highway 25/Tres Pinos-Sunnyslope Road at the locations proposed for right-turn channelization improvements in the prior assessment [15]. The locations of the proposed right-turn channelization is devoid of vegetation and consists of paved surfaces within the right-of-way of Pinnacle National Park Highway.. Construction of the right-turn channelization lanes will have no effect on the dispersal or movement of habitat.

Mitigations: None Required

V. CULTURAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

V. a. c. **No Impact:** None of the transportation improvements are at locations listed on the California Register of Historic Places, or within the City of Hollister Downtown or Monterey Street National Historic Districts. There are no recognized unique geologic features in Hollister. There would be **no impact** from the transportation improvements.

V b. d. **No Impact:** Figure 15 of the City of Hollister General Plan Final EIR identified areas of archaeological sensitivity in the City of Hollister. [6.a.] The majority of the project concepts that would require ground disturbance (roundabouts, right-turn channelization at the intersection of Highway 25/Tres Pinos-Sunnyslope Road, street table and re-alignment of McCray Street to the west will be located within existing rights-of-way of the roads and are located outside of the mapped areas of archeological sensitivity. Grading would be limited to depths of about two feet and variable lengths. The proposed raised street between Monterey and West Streets near San Benito High School is located near an area of archeological sensitivity but removal of paving for construction would be minimal. Grinding would be performed at the edges of the road and aggregate concrete would be placed on top of the existing surface. Consequently, disturbance below the existing paved surface would be minimal [16].

An APE was prepared for the Highway 25 bypass project that evaluated cultural resources at the location of proposed right-turn channelization at the intersection of Highway 25 and Tres Pinos-Sunnyslope Road. The APE concluded that there were no historic architectural properties on the bypass corridor and no archeological sites were identified. The study concluded that there was no evidence of known historic resource or recorded archeological resource in the project area for the Highway 25 Bypass [15]. There was no evidence of unknown historic or archeological resources uncovered during the construction of the bypass[17]. There would be **no impact** from the proposed project on archeological resources.

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

Findings:

VI.a. b. c. d.) No Impact: The City of Hollister is located within a seismically active region, and has experienced severe damage caused by ground shaking within the last 35 years. The project corridors are relatively flat and would not be subject to landslide hazards.

There is potential for ground shaking from an earthquake at the future roundabouts, the street table, and roadways in the project area. The San

Andreas Fault system crosses San Benito County in a southeasterly direction along the Gavilan Range two and a half miles west of the City, and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. The Calaveras fault traverses through the City of Hollister and has the capacity for a quake of 7+ on the Richter scale. The Main Branch of the Calaveras Fault is actively creeping and traverses through Nash Road corridor of the project site near West Street. The East Branch of the Calaveras Fault traverses through Tres Pinos Road at the driveway to the Adams Square and K-Mart commercial centers. The East Branch is also considered to be a potentially active fault with a potential for surface fault rupture. The proposed project improvements will not result in the construction of a structure for human occupancy that could be damaged from ground shaking or surface fault rupture. It is unlikely that the proposed roundabouts or elevated street could be damaged from surface fault rupture because they would be located outside of surface fault hazard zones or over 250 feet from the mapped trace identified from a surface fault hazard investigations [18][19]. There is a low to moderate potential for liquefaction in the project area [20].

The majority of the project area is underlain by the alluvial Sorrento silty loam 0 – 2 percent (SnA) or SrA Sorrento silty clay loam 0-2% slopes (SrA) based on the Soils Survey of San Benito County. The Sorrento soils have a moderate shrink swell potential. The section of Sunnyslope Road east of Versailles Drive is underlain by the Antioch loam with 2%-5% slopes. This soil type has a moderate to high shrink swell potential [21]. **No impact is anticipated.**

VI.e.) No Impact: The proposed concepts in the draft Complete Streets plan will not result in a direct or indirect demand for a septic disposal system or wastewater disposal services. **No impact in anticipated.**

Mitigations: None required.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X

Findings:

VII. a. b. ***Less than significant with incorporation of mitigation:*** The proposed project would have a potentially significant impact if the transportation improvements resulted in a significant increase in the generation of greenhouse gas emissions either directly or indirectly or conflicted with plans and policies adopted for the purpose of reducing emissions of greenhouse gases. Please refer to the Project Description in Section 5 and Section III Air Quality of this Initial Study. The replacement of the signalized intersection of Tres Pinos Road with Ladd Lane with a roundabout could result in potentially significant congestion and greenhouse gas emissions if it is not properly coordinated with the signalized intersection of Tres Pinos-Sunnyslope Road/Pinnacles National Park Highway. Mitigation Measure III-1 in Section III requires a preliminary design report and coordination with Caltrans prior to development of the final design of the roundabout to minimize the potential for a significant increase in congestion and vehicle emissions at the intersection of Tres Pinos Road/Ladd Lane and Tres Pinos Road-Sunnyslope Road/Pinnacles National Park Highway from construction of a roundabout. The mitigation measure will reduce the impact to less than significant.

Other project concepts could contribute to a reduction in greenhouse emissions because the concepts will remove barriers to travel for pedestrians and cyclists. The three other roundabouts have the potential to reduce greenhouse gas emissions by reducing idling time at intersections and eliminating congestion from vehicles waiting to make left turns.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?				X

Findings:

VII. a., b, c. h. Please refer to Sections 3. Surrounding Land Uses and Setting and 5. Project Description. Implementation of the draft complete street concepts will not induce the transport of hazardous materials on the corridors and is expected to have no impact to the public and the environment associated with hazardous materials. These concepts will not block or restrict the route or access to an emergency facility. There are no wildland fire areas in the project vicinity.

VII. d. A review was conducted of lists maintained by the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). The California Department of Toxic Substances Control Enviro Star Tracker and Geotracker web site maintained by the State Water Resources Control Board both show that there are not active sites within 500 feet of the

corridors. The lists indicate that there were leaking underground tanks (LUST's) and other types of contamination within 300 feet of the corridors but all sites have been cleared. [22]

VII. e. f. The Hollister Municipal Airport is located about two miles north of the project site. The corridors are located outside of the Airport Influence Area for the Hollister Municipal Airport in the Hollister Municipal Airport Land Use Compatibility Plan. There are no private airstrips within the vicinity of the project site. [23]

Mitigations: None Required.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X	

IX. HYDROLOGY AND WATER QUALITY – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

Findings:

Less than Significant. There are existing storm drain lines that underlay the right-of-way of Nash Road, Tres Pinos Road, Sunnyslope Road and McCray Street. A 42 inch line is located on the Nash Road section of the project corridor. The storm drain line on Tres Pinos Road is 40 inches. The storm drain lines on Sunnyslope Road are 30 and 36 inches in width. The storm drain line on McCray Street is 30 inches. The goal and policies listed below from the City of Hollister Community Services Element require development to assure that construction activities minimize erosion and sediment and development to integrate measures to pretreat storm water runoff and maximize recharge of storm water. Chapter 15.24 Grading and Best Management Practices Control of the Hollister Municipal Code and the City of Hollister’s General Storm Water Permit also requires incorporation of low impact development principals into development.

IX a. b. c. d. The transportation improvements in the draft complete streets plan could result in a potentially significant impact if there was a substantial alteration to drainage patterns or the course of a water body that could result in substantial erosion or flooding on or off site or pollution from storm water runoff or deterioration of water quality. Most transportation improvements will be within the existing paved rights-of-way of the roads and will not alter a drainage course or existing water body. Storm water runoff will continue to be directed to the existing storm drains on Nash Road, Tres Pinos Road, Sunnyslope Road and McCray Street. Construction of landscaped medians and roundabouts in existing rights-of-way could contribute to an incremental reduction in the volume and

velocity of storm water runoff from the removal and replacement of paved surfaces with permeable surfaces and landscaping. All improvements will be required to adhere to Low Impact Development Policies in the municipal code and the city's general storm water permit.

Concepts for Areas A, B and C could result in the re-alignment of McCray Street in Area A, the removal of a portion of Prospect Avenue and establishment of an open space uses in Area B and development of a pedestrian/bike facility along the existing railroad tracks in Area C. The project could result in a negligible change in storm water runoff. It is likely that the improvements will be piecemeal due to limited funding. The Hollister Municipal Code requires the development to comply with Best Management Practices (BMPs) for construction specified in section 15.24.040 of the Hollister Municipal Code. The BMPs include measures guiding the management and operation of construction sites to control and minimize the potential contribution of pollutants to storm runoff construction areas. Adherence to the BMPs will avoid potential short-term impacts to storm water quality from the project during each construction phase. The impact of the project would be **insignificant**.

IX g. h. i. f. The Environmental Setting and Project Description of this initial study explain that the project site is located outside of the 100 year floodplain of the San Benito River. The transportation improvements in the draft plan would not impede or redirect floodwaters or expose persons or structures to significant risk from flooding or from failure of a levee or dam within a one-hundred year flood zone. There would be **no impact** from the proposed project.

Mitigations: None required.

X. LAND USE AND PLANNING – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Findings:

X a. b. **No Impact.** The proposed project could result in a potentially significant impact if the transportation improvements physically divided an established community or conflicted with Hollister’s General Plan or Zoning Ordinance. There are no special area plans that govern land use on the project corridors and the City of Hollister does not have a habitat conservation plan or natural community conservation plan [7] [8]. The public raised concerns about pedestrian safety crossing on Nash Road near San Benito High School, Tres Pinos Road due to the width of the road and speed of traffic. Residents also expressed concern about the lack of pedestrian facilities near the Rancho San Justo Sports Complex and pedestrian safety at the intersections of Park Street with Prospect Avenue and McCray Street and Tres Pinos Road near Rancho Drive and Adams Square. The proposed project concepts will help remove safety barriers for pedestrians using the corridors. The proposed concepts in the Draft Plan will implement General Plan Land Use and Community Design Element Goals 3 and 4 and associated policies (LU 3.2, 3.3, 3.6, 4.1, 4.2, 4.4, 4.5, 4.6 and 4.8) to develop landscaping and ensure that Hollister has well-connected, safe and functional transportation systems for pedestrians/bicyclist, students, residents and commercial facilities. The Draft Plan will also implement Circulation Element Goal 2 and associated policies (C.2.1, C.2.2, C.2.3) to provide safe and efficient non-motorized vehicle circulation and safe routes to schools. There would be **no impact** from the project.

Mitigations:

None Required

XI. MINERAL RESOURCES -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Findings:

No Impact. According to the City of Hollister General Plan, Mineral Resources of Regional Significance - Figure 7, the significant mineral resources in the Hollister area are located near the San Benito River and would not affect the

project area [6].

Mitigations:

None Required

XII. NOISE – Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				X
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Findings:

VII.a. c. The proposed project will replace existing conventional intersections with a roundabout at the intersections of Tres Pinos Road/Rancho Drive, Tres Pinos Road/Ladd Lane, McCray Street/East Park Street and McCray Street/Gibson Drive. Operation of the roundabouts is not expected to change traffic volumes on the corridors and increase noise levels at the locations beyond the existing conditions.

Other transportation improvements such as striping cross walks, bike lanes and

development of pedestrian refuge islands, curb extensions will improve alternative modes of transportation on the corridors and could contribute to an incremental reduction in vehicle trips and ambient noise.

VII b. Substantial ground-borne vibration typically occurs with blasting and pile driving activities. These activities will not be required during ripping of pavement and grading and paving activities for construction of the roundabouts, landscape medians, the elevated street and right turn channelization lanes. The project is expected to generate a less than significant amount of ground-borne vibration.

VII. d. There will be short-term increase in noise during construction the roundabouts, landscape medians, street table, re-alignment of McCray Street and development of Areas A, B and C for a shared use bike plan and open space areas and operation of equipment to stripe pavement. The temporary and periodic increase in ambient noise levels are expected to remain less than significant.

VIII e.f. No Impact. The project is located over two miles from the Hollister Municipal Airport and outside of the noise influence area on the Hollister Municipal Airport Comprehensive Land Use Plan. [23]

XIII. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Findings:

No impact. Please refer to Section 5, Project Description. The transportation improvements do not involve the development of residential land uses which could induce population growth and would not displace existing housing.

Mitigations:

None Required.

XIV. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?				X
Police protection?				X
Schools?				X
Parks?				X
Other Public Facilities?				X
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Findings:

No Impact. Please refer to Section 5, Project Description. The proposed transportation improvements would not increase population, housing or employment and would have a negligible impact on public services. The safety improvements could help reduce pedestrian and bicycle collisions and have a beneficial impact to police and fire services.

Mitigations:

None Required

XV. RECREATION-- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X

Findings:

No Impact. Please refer to Section 5, Project Description. The proposed transportation improvements would not trigger a secondary demand for recreation services by contributing to an increase in population or housing. The proposed long-term concepts would develop a continuous north-south bicycle path and multi-modal path on McCray Street and a continuous east-west bicycle lane extending from Nash Road to Clearview Drive on Sunnyslope Road. The concepts could result in a potentially beneficial impact by providing alternative modes of transportation to safely access three schools on the corridors, the Rancho San Justo Sports complex and commercial services.

Mitigations:

None Required

XV. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit?				X

XV. TRANSPORTATION/TRAFFIC - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.				X

Findings: Please refer to Sections 3. Surrounding Land Uses and Setting and 4. Project Description.

XV.a.b.f. The proposed project could result in a potentially significant impact if it conflicts with policies adopted by the City of Hollister for effectiveness of the circulation system for vehicles, mass transit, pedestrians and bicycles and programs for congestion management. Section X. Land Use and Planning of this initial study explains that the proposed concepts are consistent with and will implement policies in the City of Hollister General Plan and the San Benito County Pedestrian and Bicycle Master Plan.

The City of Hollister General Plan Circulation Element Policy C.1.1 establishes a Level of Service C as a standard for traffic flow during peak hours and off peak hours where the average delay at an intersection may range between 15 and 25 seconds. Circulation Element Policy C.1.2. addresses intersections operating at a level of service of D or worse which calls for determining the most practical (cost effective) means for bringing segments into compliance with the LOS standard. The 'Level of Service (LOS) is used to describe the operating

conditions of an intersection on a roadway that considers factors such as speed, travel time, maneuverability, delay and safety. The LOS can range from A to F, with A representing free flow conditions and F the worst where average delay is over 80 seconds. The proposed transportation improvements would not result in a direct increase in vehicle trips.

Many of the proposed project concepts are expected to improve the LOS of intersections on the corridors because some vehicles using intersections on the corridor could be replaced by pedestrians and bicyclists. Improvements such as curb extensions, mid-block crossings for pedestrians, roundabouts and shared pedestrian and bicycle lanes would remove barriers for pedestrians and expand pedestrian facilities on corridors used to access a San Benito High School, Rancho San Justo Middle School and Sunnyslope Elementary School and commercial services. The pedestrian/bike path between the Rancho San Justo Sports Complex Parking Lot and the school would eliminate an existing gap in pedestrian facilities that was identified from community outreach for the project and provide a connection for seniors in apartments north of Park Street to commercial services to the south of the school. The project concepts would add bicycle lanes with buffers in some locations to Tres Pinos Road and Sunnyslope area where bicyclists currently ride on sidewalks due to safety concerns.

The proposed project would convert two intersections on Tres Pinos Road and two intersections on McCray Street to roundabouts. The roundabouts would not generate new traffic trips.

The T intersection of Tres Pinos Road with Rancho Drive is about 335 feet from a T intersection of Tres Pinos Road with Cushman Drive as shown on Figure 10. Both intersections are operating at levels of service below C based on prior traffic engineering studies. The level of service at the Tres Pinos/Rancho intersection was determined to be D in the morning peak hour and E in the afternoon peak hour prior to opening of the Highway 25 bypass with average delays for 31 to 47.9 seconds in a 2008 traffic engineering report.[13] A 2013 traffic analysis of the Tres Pinos/Cushman Drive determined that a traffic signal was not warranted at the intersection but there was an unacceptable Level of Service of E in the morning peak hour with average delays of 40.6 second and D in the afternoon peak hour with average delays 26.4 seconds. [14] The primary delay for both intersections is from vehicles attempting left turns. The replacement of the T intersection at Tres Pinos Road/Rancho Drive with a roundabout could result in a beneficial reduction in congestion at the intersection. Congestion from vehicles waiting to make a left turn would be reduced because the vehicles would be allowed along with all other cars using the intersection to proceed through while yielding. The roundabout could result in a secondary beneficial reduction in congestion at the Tres Pinos Road/Cushman Drive intersection. Vehicles attempting to make a left turn from Cushman Drive could turn right to the east on Tres Pinos Road and use the roundabout at Rancho Drive to make a u turn and proceed west onto Tres Pinos-Nash Road. The impact of converting the Tres

Pinos Road/Rancho Drive intersection from a T intersection to a roundabout would be **less than significant**.

A 2008 and a 2013 level of service analysis documented that the Tres Pinos Road intersection with Ladd Lane is operating at an acceptable level of service of C with average delays for 25 to 18 seconds in the morning and afternoon peak hours before and after the completion of the Bypass.[13][14] This intersection is about 470 feet west of one of the largest intersections in Hollister – Tres Pinos-Sunnyslope Road/Pinnacles National Park Highway (25). Section II a.b.c.d Air Quality of this initial study identified a **potentially significant** increase in congestion in the project area from conversion of the intersection of Tres Pinos Road/Ladd Lane to a roundabout if the design is not coordinated with the signalized intersection of Tres Pinos-Sunnyslope/Pinnacles National Park Highway. Mitigation Measure III-1 in Section III requires a preliminary design report and coordination with Caltrans prior to development of the final design of the roundabout to minimize the potential for a significant increase in congestion between the two intersections.

McCray Street functioned as an interim bypass to downtown Hollister until the completion of the Highway 25 bypass with about 16,000 vehicle trips per day. If peak hour volumes represented 10 to 20 percent of the daily traffic, they would have ranged between 1600 and 3200 vehicle trips per hour. Table 3 summarizes the projected reduction of peak hour traffic on McCray Street from diversion of traffic to the bypass included in the Highway 25 Bypass Project Final Environmental Assessment. The McCray Street intersections are operating at acceptable levels of service.[3]

Table 3

McCray Street	Reduction in morning peak hour volumes	Reduction in afternoon peak hour volumes
Santa Ana to Meridian	-508	-599
Meridian to Hillcrest	-1355	-758
Hillcrest to Park	-1164	-1202
Park to Tres Pinos	-1343	-1588

Source: Final Assessment, Highway 25 Bypass Project, Figures 4-1-1 & 4-1-2, (2003)

Section III. a.b.c.d, Air Quality of this Initial Study explains that backups occur on the section of Park Street between Rancho Drive, McCray Street and Prospect Avenue-Parking lot at the beginning and end of the school day near Rancho San Justo Middle School. Periodic congestion on Park Street between the McCray and Prospect intersections partially obstructs the view or traffic and creates a

safety hazard. Consolidation of the Park Street intersections with Prospect Avenue and McCray Street to one roundabout could result in a potentially beneficial reduction in congestion and safety improvement.

Section III. a.b.c.d. Air Quality of this Initial Study also evaluates that conversion of the McCray Street intersections with Gibson Drive to roundabout and it is determined that there could be a beneficial impact by alleviating future congestion from infill development on the east side of McCray Street and poorly coordinated driveway access.

The proposed right-turn channelization lane at the intersection of Tres Pinos-Sunnyslope Road/Pinnacles National Park Highway (25) could contribute to an incremental reduction in congestion at the intersection. The draft plan indicates that the current signal cycle is 128 seconds [3]. The signal allocates about one minute for pedestrians travelling east or west crossing nine lanes of traffic at the intersection. The right-turn channelization would reduce the distance and time for pedestrians to cross the intersection and the number of seconds allocated for pedestrians in the signal phasing which could improve the overall capacity of the intersection. The design could also improve pedestrian safety because channelizing islands can enhance the visibility of pedestrians and bicyclist prior to making a right-turn. The impact of construction right-turn channelization improvements at the intersection would be **insignificant**.

XV.c. **No Impact:** The proposed transportation improvements will be located outside of the Traffic Pattern Zone and Routine Overflight Zone of the Hollister Municipal Airport and the proposed project will have no impact on air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. [23]

XV.d.e. **Potentially Significant:** The transportation improvements are proposed on existing roadways. The concepts for the roundabouts will add curves to the rights-of-way but concepts have been designed to accommodate emergency vehicles and delivery trucks for commercial uses. The proposed elevated street on Nash Road near San Benito High School could facilitate periodic partial street closure. However, the concept envisions installation of retractable bollards to assure continued emergency access and the impact would be insignificant.

There are no roundabouts in the City of Hollister. Construction of a roundabout on Tres Pinos Road or McCray Street could result in **potentially significant** short-term hazards for motorists, pedestrians or bicyclists that are unfamiliar with this type of transportation improvement. Mitigation Measure XV-1 requires the City of Hollister to develop a bi-lingual program to educate the community about roundabouts to avoid potentially significant short-term safety impacts.

Mitigation Measure:

XV-1 Prior to construction of the first roundabout in the draft Plan, the City of Hollister shall prepare and administer a bilingual outreach and education program for the safe use of roundabouts for pedestrians, bicyclist and motorists with particular emphasis on students and parents at Rancho San Justo Middle School, San Benito High School, Sunnyslope Elementary School, patrons at Rancho San Justo Sports Complex, and customers at the commercial centers near Ladd Lane and Rancho Drive.

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

Findings: No Impact: See Section 5. Project Description. The proposed project is transportation improvements. Implementation of the short and long term

concepts would not generate population, employment or housing growth that could create a demand for waste water services or solid waste service.

Mitigations:

None Required.

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

Findings:

No Impact: See Section 5. Project Description. The transportation improvements would not result in a direct or indirect increase in population, employment or house or the elimination of habitat or loss of visual or cultural resources.

Mitigations:

None Required

INITIAL STUDY SOURCES

1. Flood Insurance Rate Map (FIRM) Panel #0602680060C, April 16, 2009
2. United States Fish and Wildlife Services Wetlands Inventory Search, August 14, 2014
3. Nelson Nygaard Associates, Complete Streets Plan Nash Tres Pinos Sunnyslope Road and McCray Street, August 2014
4. Pinnacle Transportation Engineers, Traffic Evaluation of Nash Road San Benito High School Master Plan, December 6, 2007, Hollister, California.
5. Alta + Planning and Design, San Benito County Pedestrian and Bikeway Master Plan prepared for San Benito County Council of Governments, December 2009
6. City of Hollister General Plan 2005-2023 Environmental Impact Report
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