

**TENTATIVE MAP APPLICATION NO. 2013-6
(ORCHARD PARK/ RAJKOVICH) AND
PREZONE APPLICATION NO. 2010-2(1)
(IVANCOVICH ANNEXATION)
BUENA VISTA DEVELOPMENT**

PUBLIC REVIEW DRAFT INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Prepared for:

CITY OF HOLLISTER
375 FIFTH STREET
HOLLISTER, CA 95023

Prepared by:



MARCH 2015

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MITIGATED NEGATIVE DECLARATION

MITIGATED NEGATIVE DECLARATION

Project Description: **Name of Project:** Tentative Map Application No. 2013-6 (Orchard Park/Ivancovich) and Prezone Application No. 2010-2(l) (Ivancovich Annexation)

Nature of Project: Tentative Subdivision Map and Annexation

Project Location: **Location:** South of Buena Vista Road and North of Central Avenue, between Miller Road and Calaveras Elementary School.

Assessor's Parcel Number: 052-230-002 and 019-250-004

Entity or Person **Name:** Highland Partners Group, Inc.
Undertaking Project: **Address:** P.O. Box 1096, Danville, CA 94526

INITIAL STUDY

An Initial Study of this project was undertaken and prepared for the purpose of determining whether 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, CA 95023.

FINDINGS AND REASONS

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

- 1) The proposal is a logical component of the existing land use pattern of this area.
- 2) Identified adverse impacts are proposed to be mitigated through preparation of special studies improvements.
- 3) The proposed project is consistent with the adopted goals and policies of the City of Hollister General Plan.
- 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.

MITIGATED NEGATIVE DECLARATION

MITIGATION MEASURES

AIR QUALITY

- MM 3-1** The project applicant and/or its contractor shall prohibit installation of wood-burning fireplaces within the subdivision. This prohibition shall be noted on the deed for future property owners to obey. Natural gas fireplaces are acceptable.
- MM 3-2** The following measures shall be implemented to reduce construction-generated pollutant levels:
- a. During construction activities, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors) shall be California Air Resources Board (CARB) Tier 3 Certified or better.¹
 - b. Dust and particulates shall be controlled by regular watering and similarly accepted methods during grading activities which would result in intensive equipment usage and ground disturbance. If excessive dust is generated the public shall be directed, via posted signage, to contact City staff (measure e below).
 - c. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - d. All equipment shall be turned off if not in use for more than 10 minutes.
 - e. The staff at Calaveras Elementary School shall be notified a minimum of one week prior to commencing on-site construction activities so that any necessary precautions (such as rescheduling or relocating outdoor activities) can be implemented, if deemed necessary. The written notice shall include the name and telephone number of City staff authorized to manage project construction. In the event complaints are received, that individual shall respond within 24 hours. To the extent feasible, the response shall include identification of measures being taken to reduce construction-related air pollutants. Such measures may include, but are not limited to, the relocation of equipment or the rescheduling of construction outside of normal educational hours.

¹ NOx emissions are primarily associated with use of diesel-powered construction equipment (e.g., graders, excavators, rubber-tired dozers, tractor/loader/backhoes). The Clean Air Act of 1990 directed the EPA to study, and regulate if warranted, the contribution of off-road internal combustion engines to urban air pollution. The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the EPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the EPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. As a result, all off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to Tier 3 standards.

Biological Resources

MM 4-1 **Burrowing Owl.** If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW’s Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the project applicant shall implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW’s Staff Report prior to initiating project-related activities that may impact burrowing owls.

CULTURAL RESOURCES

MM 5-1 During project construction, if any archeological or paleontological resources (i.e., fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Hollister Planning Division immediately. The project applicant and/or its contractor shall retain a qualified paleontologist to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

MM 5-2 During project construction, if human remains are discovered, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Hollister Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e).

GREENHOUSE GAS EMISSIONS

MM 3-1 and MM 3-2 above

HAZARDS AND HAZARDOUS MATERIALS

MM 8-1a A qualified and licensed professional shall conduct a hazardous building materials surveys for all structures proposed for demolition or renovation. A certified contractor shall abate all loose and peeling lead-based paint and asbestos-containing material in accordance with local, state, and federal requirements. The project applicant and/or its contractor shall remove all other hazardous materials from buildings prior to demolition in accordance with the regulations of the California Department of Industrial Relations, Division of Occupational Safety and Health. A qualified environmental professional shall document the completion of the abatement activities and submit a report to the

MITIGATED NEGATIVE DECLARATION

City for review with applications for issuance of construction and demolition permits.

MM 8-2b Prior to grading activities, a certified contractor shall properly remove the septic system in accordance with local, state, and federal requirements. A qualified environmental professional shall document the septic tank removal and submit a report to the City for review with applications for issuance of construction and demolition permits

NOISE

MM 12-1 The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

1. Notification shall be mailed to owners and occupants of all developed land uses immediately bordering or directly across the street from the project site providing a schedule for major construction activities that will occur throughout construction. In addition, the notification will include the identification of and contact number for a city staff member and designated construction manager who would be available on-site to monitor construction activities. The construction manager will be located at the on-site construction office during construction hours for the construction duration. Contact information for the city staff member and construction manager will be located at the construction office, City Hall, and the Police Department.
2. If excessive noise complaints are received, the project applicant and/or its contractor shall implement one or more of the following best available technology to reduce noise levels from construction activities, as feasible and necessary to reduce noise levels:
 - a. Erect temporary plywood noise barriers around the construction site, particularly along sites adjacent to the school and residential buildings.
 - b. Use noise control blankets on the building structure as a building is erected to reduce noise emission from the site.
 - c. Monitor the effectiveness of noise attenuation measures by taking noise measurements.
3. The project applicant and/or its contractor shall maintain construction equipment and shall equip the equipment with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
4. The project applicant and/or its contractor shall locate on-site equipment staging areas at the farthest practical distance from nearby noise-sensitive land uses.

5. The project applicant shall notify the Hollister School District and the Calaveras Elementary School administrator and shall limit the noisiest construction activities outside of mandatory state and federal testing times. Construction activities would be prohibited during testing for National Standardized testing days of students at Calaveras Elementary School.

MM 12-2 Prior to issuance of building permits for Lots 1-22, the following measures will be incorporated into final construction plans for these lots as necessary to ensure interior noise will be at or below 45 dBA CNEL:

- Install dual-paned windows. For some units, it may be necessary for the windows to remain closed during peak harvest times to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, a ventilation or air conditioning system would be required for these units to provide a habitable interior environment with the windows closed.

TRAFFIC AND CIRCULATION

MM 16-1 Prior to issuance of building permits, the project applicant shall pay the applicable Transportation Impact Fee (TIMF). Payment of fees is considered fair share mitigation toward the improvement costs at the intersection of State Route 156 and Buena Vista Road, a facility under Caltrans jurisdiction.

MM 16-2 Prior to approval of final improvement plans, the project applicant shall ensure that the following features are identified and incorporated:

- a. The project applicant shall build sidewalks along both sides of all new streets within the project site. Additionally, a sidewalk on the south side of Buena Vista Road and on the north side of Central Avenue (both project site frontages) shall be built to connect to adjacent pedestrian facilities along these streets. This would provide a continuous sidewalk connection from every proposed residential unit within the project site to existing and planned pedestrian facilities in the study area, such as the nearby Calaveras Elementary School and park and the existing bus stops along Central Avenue.
- b. The project applicant shall work with the City of Hollister to contribute to the implementation of any other improvements identified in the adopted Safe to School Routes document as appropriate. Such improvements may include:
 - i. Installing missing sidewalks along the south side of Buena Vista Road, west of the school.
 - ii. Stripe bike lanes along Buena Vista Road.
 - iii. Construct curb extensions (bulb outs), stripe high visibility yellow crosswalks, and stripe advance stop lines at the Miller Road/Buena Vista Road, Westside Boulevard/Buena Vista Road intersections, and along the project frontages. Stripe high visibility yellow crosswalks and stripe advance stop lines at the Central Avenue and Felice Drive intersection. Striping shall be completed with thermoplastic paint material
- c. The project applicant shall adhere to City roadway design standards and guidelines when designing roadway widths and turn radii.

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- d. The project applicant shall design project frontage improvements on Buena Vista Road and Central Avenue to City of Hollister and San Benito County roadway design standards. Project frontage improvements shall be designed to accommodate the future installation of a bike lane along Buena Vista Road and Central Avenue.

MM 16-3 Prior to the approval of final improvement plans, the project applicant shall contribute to the completion of planned bicycle facilities along Buena Vista Road and Central Avenue, if a funding mechanism has been established for these improvements. The contribution shall be determined by the City of Hollister/San Benito County and shall be based on the project's contribution to the total projected growth in the study area.

CUMULATIVE IMPACTS

All applicable mitigation measures above: MM 3-1, MM 3-2, MM 4-1, MM 4-2, MM 5-1, MM5-2, MM 8-1a, MM 8-1b, MM 12-1, MM 16-1, Mm 16-2, MM 16-3

INITIAL STUDY

A. BACKGROUND INFORMATION

Project Title: Tentative Map Application No. 2013-6 (Orchard Park/Ivancovich) and Prezone 2010-2 (I) (Ivancovich Annexation)

Lead Agency: City of Hollister
375 Fifth Street
Hollister, CA 95023

Contact Person: Jill Morales, Assistant Planner

Date Prepared: March 13, 2015

Study Prepared by: PMC
60 Garden Court, Suite 230
Monterey, CA 93940
Tad Stearn, Project Manager
Darcy Kremin, Senior Planner

Project Location: South side of Buena Vista Road and north side of Central Avenue, between Miller Road and Calaveras Elementary School, Hollister, CA

APNs: 052-230-002 and 019-250-004

General Plan Designation: Medium Density Residential

Project Sponsor: Ida Ivancovich

Project Site Address: 1261 Buena Vista Road

Zoning: R3-M/PZ Medium Density Performance Overlay Zoning District

Project Description: Subdivide 9 acres into a maximum 86 single-family lots (APN 052-230-002) and annex 1 acre with R3 zoning (APN 019-250-004) and subdivide into 5 lots, for a project encompassing 10 acres and 91 lots

Surrounding Land Uses: The project site is bounded by existing residential development to the west and south, a school to the east, and undeveloped agricultural land to the north.

Public Comment Period: 30 days, March 13, 2015 to April 13,, 2015

B. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

BACKGROUND

On January 28, 2010, the City of Hollister Planning Commission approved Planning Commission Resolution 2010-4 awarding unit allocations to the project applicant in the amount of 91 units. Subsequently on February 22, 2011, the City of Hollister City Council adopted Resolution No. 2011-12 authorizing the mayor to execute a performance agreement with the property owner to ensure the project and its amenities are constructed as identified in the agreement.

The City of Hollister General Plan designates the 1-acre property as Medium Density Residential. On September 21, 2009, the City Council authorized staff to initiate rezoning of unincorporated islands in the City of Hollister Sphere of influence, including the 1-acre lot.

PROJECT LOCATION

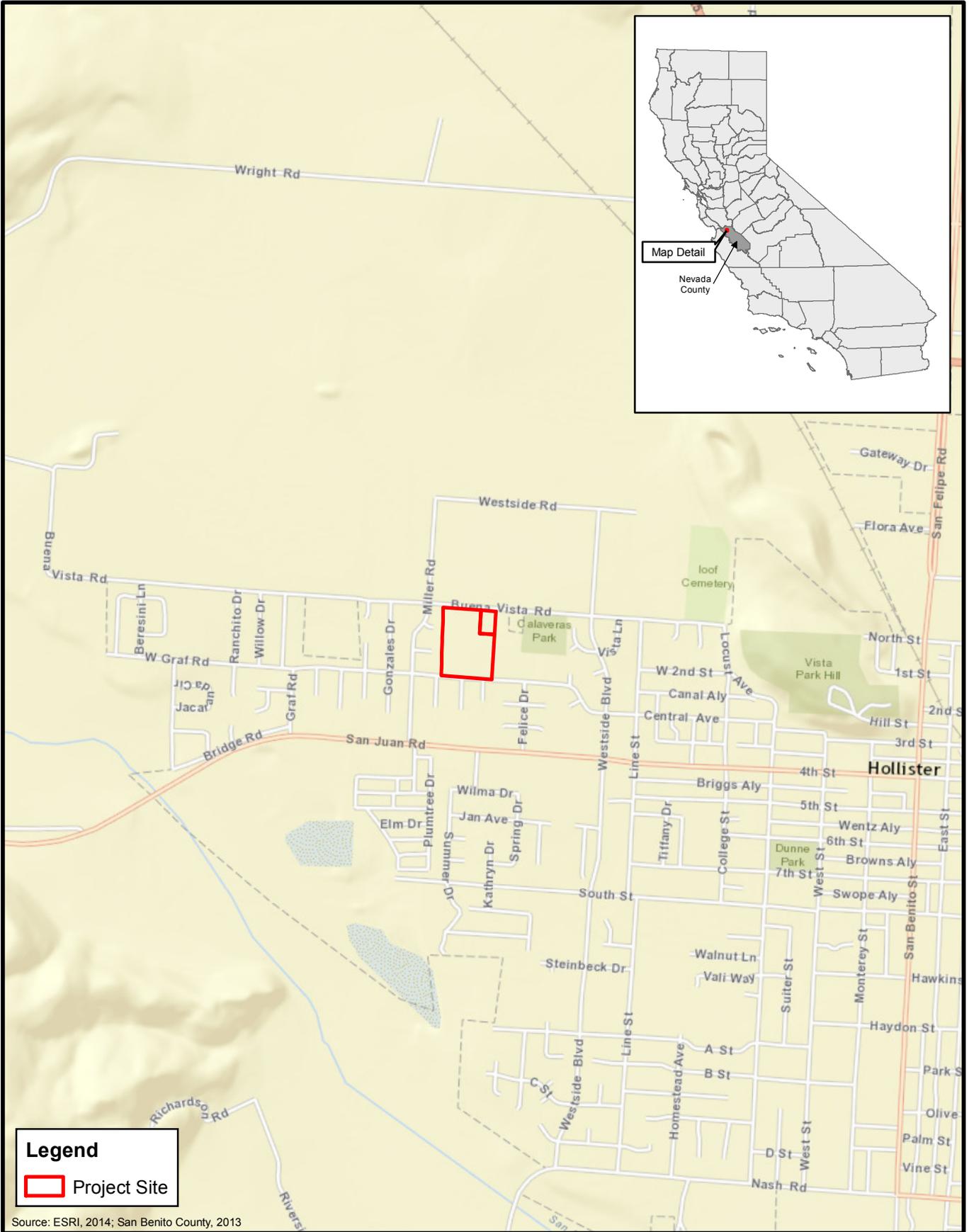
The proposed project is located in Hollister, San Benito County (see **Figure 1**). The project area is located in the northwestern portion of the Hollister planning area, north of San Juan Road, south of Buena Vista Road, and east of State Route (SR) 156. The site is located in the Hollister US Geological Survey (USGS) 7.5-minute quadrangle. Specifically, the project boundaries are as follows:

- Northern boundary is Buena Vista Road
- Southern boundary is Central Avenue
- Eastern boundary is Calaveras Elementary School
- Western boundary is an existing residential subdivision

EXISTING SITE CONDITIONS

The property consists of mainly undeveloped, level, fallow agricultural land. Review of historical records indicates that the property has been occupied by an orchard and associated residences dating back to at least 1939. Orchard trees were removed from the property in 2009. Currently there are two residences in the northwest corner of the property. The house at 1261 Buena Vista Road was reportedly moved to the property from an unknown location in the early 1950s and has an underground wine cellar. The house at 1271 Buena Vista Road was reportedly built on the property in the late 1960s.

There is a septic system located between the two residences. Well water is delivered from the property north of the site at 1190 Buena Vista Road. The orchard was previously irrigated using a system of 12-inch-diameter pipes, the remnants of which remain on-site. An irrigation relief well, approximately 10 feet tall and 12 inches in diameter, was located on the south end of the property, but subsequently it has been removed. A small dilapidated brick "prune dipper," a structure used to dry and preserve fruit, is located south of the residences. An aboveground pipeline discharges pond overflow water from Gibson Farms located at 1190 Buena Vista Road. No obvious discharges were observed during field reconnaissance on August 21, 2014.



Source: ESRI, 2014; San Benito County, 2013

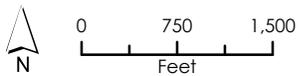


Figure 1
Regional Vicinity

The property is located in a mixed-use area of Hollister with agricultural orchard land to the north, Calaveras Elementary School to the east, and residential communities to the south and west. Buena Vista Road and Central Avenue are oriented east-west along the northern and southern boundaries of the property, respectively. The surrounding land uses are shown in **Figure 2**. Existing site conditions are shown in **Figures 2A** and **2B**.

PROJECT DESCRIPTION

For purposes of this California Environmental Quality Act (CEQA) document, the maximum number of residential units allowed on the site is analyzed. The project could subdivide approximately 10 acres into 91 lots for single-family homes. The proposed lots would be subdivided from two existing parcels. One parcel, approximately 1 acre in size, is located within unincorporated San Benito County. That parcel would be subdivided into 5 lots and annexed into the City of Hollister with R3 (Medium Density Residential) zoning. The second parcel is 9 acres and located within the City of Hollister. That parcel would contain 86 lots and a park space.

The single-family lot sizes would range from about 3,000 to 4,800 square feet. The net density of the 91 units would be 9.6 dwelling units per acre (du/ac).¹ According to City of Hollister Municipal Code Section 16.04.040, the net density is the ratio of dwelling units to the area divided into lots or parcels and any open space, recreation areas, or non-access streets. See **Figure 3** for configuration of proposed project.

Consistent with the CEQA Guidelines, this Initial Study/Mitigated Negative Declaration may be used for processing both projects, but ultimately the projects are independent of each other. To that end, project impacts are analyzed as a whole so as to not minimize their overall impacts.

Annexation

The proposed project, as outlined in this environmental document, includes the annexation of a 1-acre parcel (APN 019-250-004). The property is located to the east of the larger 9-acre property and is bordered to the south, east, and west by incorporated land. This parcel is proposed to contain 5 lots as well as the entry roadway to the subdivision. The City has anticipated this annexation, and the General Plan designates the property as Medium Density Residential. In 2009, the City Council authorized staff to initiate rezoning of the unincorporated parcel in Hollister, which the City then rezoned as R3/MPZ Medium Density Residential Performance Overlay Zoning District.

Streets and Site Improvements

Primary Streets and Access

Buena Vista Road is an existing two-lane street (east-west) adjacent to the northern boundary of the project site. The proposed project would include frontage improvements to this street, i.e., sidewalks, curbs, and gutters. Buena Vista Road would provide direct access to the project site with a new intersection.

¹ Calculation: 91 du/gross acres [10] – street dedication [0.5 acre]

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Central Avenue is a two-lane local street running in an east-west direction along the project's south boundary. The street extends along the length of the southern property line of APN 052-230-002. The street would be widened and would include frontage improvements, i.e., sidewalks, curbs, and gutters. Central Avenue would provide direct access to the project site with a new intersection.

The project would be accessed via Central Avenue on the south and Buena Vista Road on the north.

Internal Project Roadways

Street 1: Street 1 would be a north-south two-lane entry way that would be 56 feet wide. The roadway would snake through the subdivision from north to south. This roadway would turn west and eventually south again before turning east and then south before ending at Central Avenue. This roadway would include sidewalks, curbs, and gutters, as well as easements for public utilities.

Court 1: Court 1 would be an east-west two-lane, 56-foot roadway that would connect to Street 1. Court 1 would end in a turnaround adjacent to Calaveras Elementary School. These roadways would include sidewalks, curbs, and gutters, as well as easements for public utilities.

Infrastructure and Facilities

The project would receive potable water from the City of Hollister, gas and electric service from Pacific Gas and Electric Company (PG&E), and telephone and cable service from AT&T. Sewer and storm drain flows would connect to existing City systems.

Grading Improvements

The project has not been designed in sufficient detail to estimate the cubic yards of cut and fill on the site, though it was assumed these numbers would balance. Quantities of earth moving may vary depending on soil type, compaction, construction methods, and other factors. However, analyses of the project's environmental impacts did not require this detail.

C. REQUESTED ENTITLEMENTS AND APPROVALS

This Initial Study provides the environmental information and analysis and primary California Environmental Quality Act (CEQA) documentation necessary for the City of Hollister to adequately consider the effects of the proposed Tentative Map Application No. 2013-6 (Orchard Park/Rajkovich) and Prezone Application No. 2010-2 (I) (Ivancovich Annexation) project. The City of Hollister, as the lead agency, has approval authority and responsibility for considering the environmental effects of the proposed project.

Preliminary local approvals needed to implement the project are listed below.

- Approval of Tentative and Final Maps, site plan, grading plans, and improvement plans
- Building permits and certificates of occupancy
- Annexation and rezoning
- Performance agreement

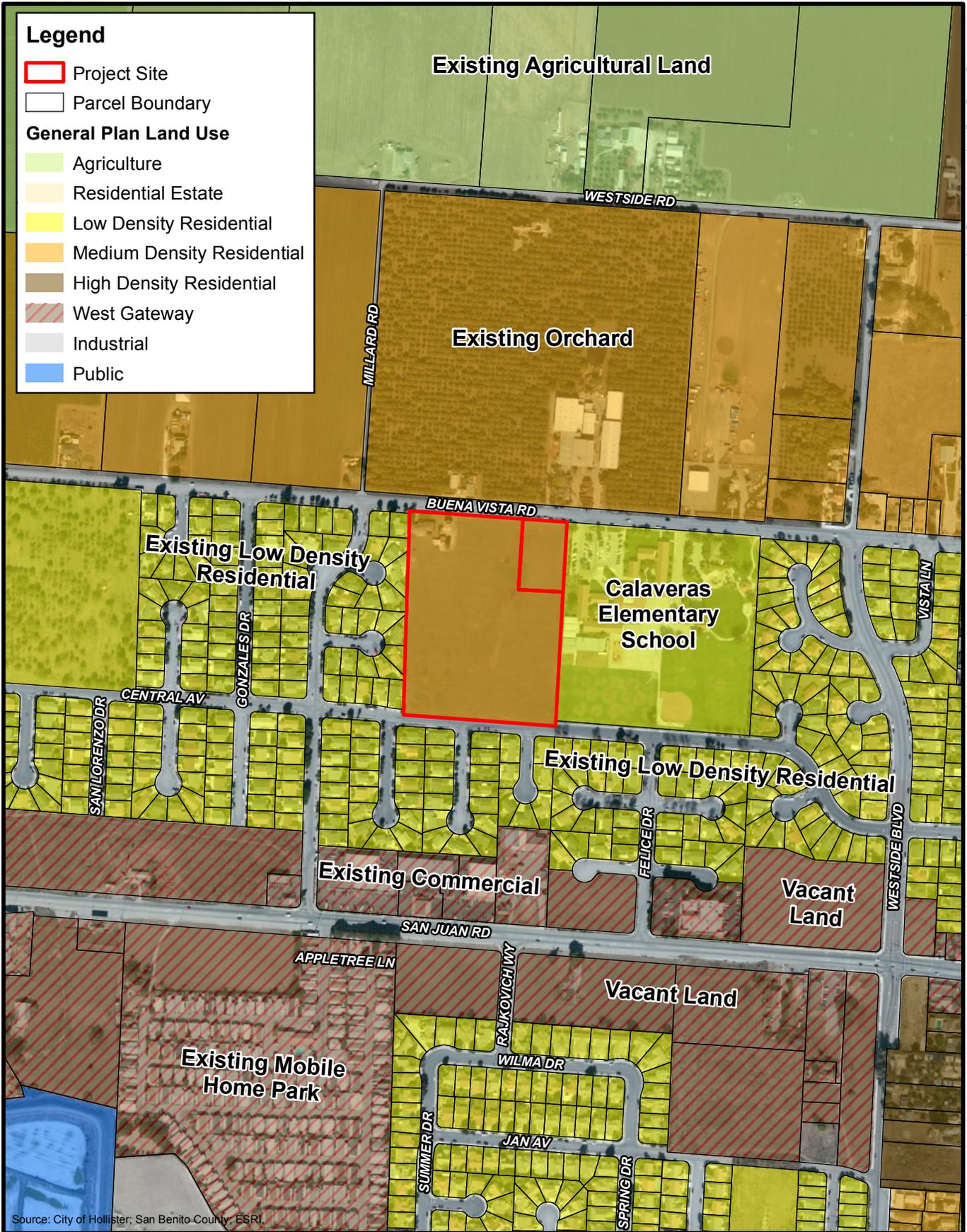


Figure 2
Surrounding Land Uses



Project site from Buena Vista Road looking south.



Project site from Buena Vista Road looking east (school in background).



Project site from Buena Vista Road looking west.

Source: PMC 2014

Figure 2a
Site Photos
Buena Vista Road



Project site seen from Central Avenue looking east (school in background).



Project site seen from Central Avenue looking west.



Northeast corner of project site looking at two existing structures.

Source: PMC 2014

Figure 2b
Site Photos
Central Avenue



Source: Ruggeri, Jensen, Azar; Engineers, Planners, Surveyors; February 5, 2015

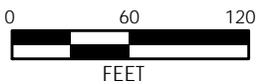


Figure 3
Proposed Project



D. PROJECT CONSISTENCY ANALYSIS

CEQA Guidelines Section 15063(d)(5) states that the Initial Study is to examine whether the project would be consistent with existing zoning, plans, and other applicable land use controls. This section includes a discussion of the proposed project's consistency with the City of Hollister General Plan (2005a) and Zoning Code, the Monterey Bay Unified Air Pollution Control District's (2008a) Air Quality Management Plan, and the Council of San Benito County Governments' 2035 Regional Transportation Plan (2014).

GENERAL PLAN AND ZONING CODE

According to the City of Hollister General Plan, the project site is designated as Medium Density Residential (MDR) for both parcels (APNs 052-230-002 and 019-250-004). This land use designation allows 8 to 12 units per net acre. The MDR designation is intended to provide greater housing choices in the city for different family sizes and incomes (Hollister 2009). According to the Hollister Zoning Map, the project site is zoned R3/MPZ (Medium Density Residential Performance Overlay Zone) for the 9-acre parcel (APN 052-230-002); the 1-acre parcel to be annexed to the city (APN 019-250-004) is pre-zoned R3/MPZ (Medium Density Residential Performance Overlay Zone). An average development density of 8 to 12 units per net acre is required.

The proposed project allows for the development of 91 single-family units. The lot sizes would range from 3,000 to 4,800 square feet, which is consistent with the minimum lot size of 2,500 square feet in the Medium Density Residential (R3) zoning development standards.

AIR QUALITY MANAGEMENT PLAN

Hollister is located in the North Central Coast Air Basin (NCCAB). The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is the air pollution control agency for the NCCAB. The 1991 Air Quality Management Plan (AQMP) was the first plan prepared in response to the California Clean Air Act that established specific planning requirements to meet the 1-hour ozone standard. The Triennial Plan Revision adopted in April 2013 is the sixth update to the 1991 AQMP, with the five plans completed in 1994, 1997, 2000, 2004, and 2008. This revision only addressed attainment of the state ozone standard and provided an assessment and update to the 2008 AQMP.

REGIONAL TRANSPORTATION PLAN

The purpose of the Council of San Benito County Governments' 2035 Regional Transportation Plan (RTP) is to establish goals, policies, programs, and projects for transportation improvements in the county. In some cases, this means reaffirming existing transportation policy and in others it means establishing policy to address new transportation needs. The Council of San Benito County Governments (COG) is responsible for the development and implementation of the Regional Transportation Plan. The residential project is consistent with the city's planned development pattern and would not impact any transportation projects identified in the RTP.

INITIAL STUDY

OTHER REQUIRED PUBLIC AGENCY APPROVALS OR PERMITS

- Regional Water Quality Control Board, Central Coast Region, Water Quality Certification (Clean Water Act Section 401)
- Monterey Bay Unified Air Pollution Control District, approval of carbon offset purchase
- San Benito Local Agency Formation Commission (LAFCO), approval of annexation

E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

Some proposed applications that are not exempt from CEQA review may have little or no potential for adverse environmental impact related to most of the topics in the Environmental Checklist, and/or potential impacts may involve only a few limited subject areas. These types of projects are generally minor in scope, are located in a nonsensitive environment, and are easily identifiable and without public controversy. For the environmental issue areas where there is no potential for significant environmental impact (and not checked above), the following finding can be made using the project description, environmental setting, or other information as supporting evidence.

Check here if this finding is not applicable.

FINDING: For the above-referenced topics that are not checked, there is no potential for significant environmental impact to occur from construction, operation, or maintenance of the proposed project, and no further discussion in the Environmental Checklist is necessary.

INITIAL STUDY

F. DETERMINATION: (To be completed by the lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 3/10/2015
Date

G. EVALUATION OF ENVIRONMENTAL IMPACTS

All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. A brief explanation is required for answers except “No Impact” answers that are adequately supported by the information sources cited in the response following each question.

A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific screening analysis.

If it is determined that a particular physical impact may occur, then the checklist responses must indicate whether the impact is “Potentially Significant,” “Less Than Significant Impact With Mitigation Incorporated,” or “Less Than Significant Impact.” “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “potentially significant impact” entries when the determination is made, an EIR is required.

If all of the potentially significant impacts have been rendered less than significant with mitigation, a Negative Declaration may be prepared. The mitigation measures shall be described in the response, and it shall be explained how the mitigation measure reduces the potential effect to a less than significant level. Mitigation measures may be cross-referenced to other sections when one mitigation measure reduces the effect of another potential impact.

The response for each issue should identify the threshold or criteria, if any, used to determine significance and any mitigation measure, if any, to reduce a potential impact.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (earlier analyses, if any, are cited at the end of the checklist). If an earlier analysis is used, the response should identify the following:

Earlier analysis used – Identify and state where the document is available.

Impacts adequately addressed – The responses will identify which impacts were within the scope of and were adequately analyzed in an earlier document pursuant to legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

Mitigation Measures – For effects that are “Less Than Significant With Mitigation Incorporated,” the response will describe the mitigation measures, which were incorporated or refined from the earlier analysis, and to the extent they address site-specific conditions for the project.

The checklist responses will incorporate references to inform sources for potential impacts (e.g., general plans, zoning ordinances). Individuals contacted and other outside supporting sources of information will be cited in the References.

INITIAL STUDY

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista? Source: 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? Source: 3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings? Sources: 14, 15	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

Hollister lies near the southern end of the broad alluvial plain formed by the San Benito River and is surrounded on three sides by mountainous terrain. The city is situated at the focal point of a basin formed by the Gabilan Mountains to the south and west and by the Diablo Range to the east. These mountain ranges provide a rugged, natural backdrop to the highly modified landscape along the plain that is a patchwork of agricultural activity and suburban development.

As stated previously, the project site is undeveloped, vacant, fallow agricultural land, with two single-family residences in the northwest corner. The site is bordered by single-family housing to the south and west, a school to the east, and agricultural land to the north. The property homestead had been in agricultural production for decades. The homestead complex is located in the northwestern corner of the project site. The house at 1261 Buena Vista Road was reportedly moved to the property from an unknown location in the early 1950s and has an underground wine cellar. The house at 1271 Buena Visa Road was reportedly built on the property in the late 1960s. The houses would be demolished with project implementation.

a) Have a substantial adverse effect on a scenic vista?

According to the Hollister General Plan (2005a), there are no designated scenic vistas in the planning area. Since there are no designated scenic vistas and because the project site is located on level land within the city limits, the proposed project would have **no impact** on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

According to the California Department of Transportation's (Caltrans) Scenic Highway Program (2014), State Route (SR) 25 between SR 198 and SR 156 is an eligible scenic highway. The project site is located approximately 1.5 miles from SR 25. Fully developed residential neighborhoods exist between the project site and SR 25, thereby limiting views of the site from the highway. No scenic resources would be damaged by the project because there are none on the site. The proposed project would have **no impact** on scenic resources.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The project site is located in the northwestern portion of the city and is bounded by existing medium-density residential development to the west and south. North of the site is agricultural land designated for medium-density residential in the City's General Plan. This section of the city is characterized by a patchwork of large vacant parcels, agricultural land, and single-family residential. According to the General Plan, the project site is designated for Medium Density Residential land uses (Hollister 2009). The General Plan EIR (2005b) identified buildout of the planning area to have a potentially significant impact on the visual character of the area; however, implementation of design guidelines, as well as the application of other design policies, reduced this impact to a less than significant level. The proposed project would be required to comply with any applicable design guidelines and implement a performance agreement, which would minimize the proposed project's potential to substantially degrade the existing visual character or quality of the site and its surroundings. This would be considered a **less than significant impact**.

d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

The proposed project would introduce new sources of light and glare associated with street lighting and residential development. Hollister Municipal Code Section 17.16.090 outlines illumination standards that provide adequate lighting for safety and security; reduce light pollution, light trespass, glare, skyglow impacts, and offensive light sources; prevent inappropriate, poorly designed or installed outdoor lighting; encourage quality lighting design, light fixture shielding, uniform light intensities, maximum lighting levels within and on property lines, and lighting controls; and promote efficient and cost-effective lighting to conserve energy. These lighting standards require that lighting be shielded with full cutoff or recessed to reduce light bleed to adjoining properties, public rights-of-way, and the night sky with the following: ensuring that the light source (bulb, etc.) is not visible from off the site; confining glare and reflections within the boundaries of the property; and requiring each light fixture to be directed downward and away from adjoining properties and public rights-of-way. The proposed project would be required to comply with Municipal Code Section 17.16.090. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. This would be considered a **less than significant impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2. AGRICULTURE 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
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 nonagricultural use? Sources: 8, 9, 14, 15, 30	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

The project site consists of lands that have been used for agriculture but are now in the process of transitioning to urban uses consistent with the City’s land use plans. The project site is undeveloped fallow farmland. The Hollister General Plan identifies the site as Prime Farmland. Additionally, the California Department of Conservation’s (2014) Farmland Mapping and Monitoring Program (FMMP) identifies approximately 9 acres of the site as Prime Farmland. The General Plan EIR determined that the loss of farmland was a significant and unavoidable impact. Findings recognizing this impact were adopted by the City of Hollister. Additionally, the City’s General Plan land use designation (Medium Density Residential) and zoning designation (R3) identify the site for residential use.

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 nonagricultural use?

According to the Department of Conservation’s (2014) map of San Benito County Important Farmland, the site is identified as Prime and Important Farmland. Further, based on City mapping (General Plan Map 15), the site is identified as Prime Farmland (see **Figure 4**).

The loss of farmland citywide was previously considered and determined to result in a significant and unavoidable impact in the City's General Plan EIR. The City of Hollister determined that the loss of agricultural land was an important consideration in the development of new land uses; however, the benefits of converting the land to residential uses outweighed identified impacts. The City Council adopted a Statement of Overriding Considerations for loss of important farmlands identified in the Hollister General Plan EIR (2005b). Additionally, the City's General Plan land use designation (Medium Density Residential) and zoning designation (R3/MPZ) identify the site for residential use.

Because the proposed project conforms to the City's intended uses for the site, which is almost completely surrounded by urban uses, development of the project site for residential uses would be a **less than significant impact**.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agricultural use, nor does it have any Williamson Act contracts. No Williamson Act contract lands are adjacent to the project site. Therefore, the proposed project would have **no impact** in this regard.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?

Hollister does not have any lands zoned as forestland or timberland. The proposed project site is not located in an area zoned for forest or timberland use or zoned as a timberland production area. The site is undeveloped land located in Hollister. Project implementation would not cause the loss of forestland.

The project proposes development of residential units in an area converting from rural to urban use and would be located on land identified by the City for this type of use. Surrounding the project site are existing residential areas. Agricultural land is north of the project site, across Buena Vista Road. Farm equipment noise, odors, pesticide/insecticide use, dust, and agricultural land trespassing are the main reasons for conflicts between residential and agricultural uses. With Buena Vista Road located between the project site and the farmland to the north, the interaction between the future residential uses and existing agriculture would be limited. The main reason to convert the fallow farmland located north of the project site might not be just the proposed project. The adjacent school and the area's ongoing development pattern would likely encourage conversion of farmland since it is surrounded by urban uses. As such, project implementation would not result in changes to the environment or pressures resulting in further conversion of farmland. This would be a **less than significant impact**.

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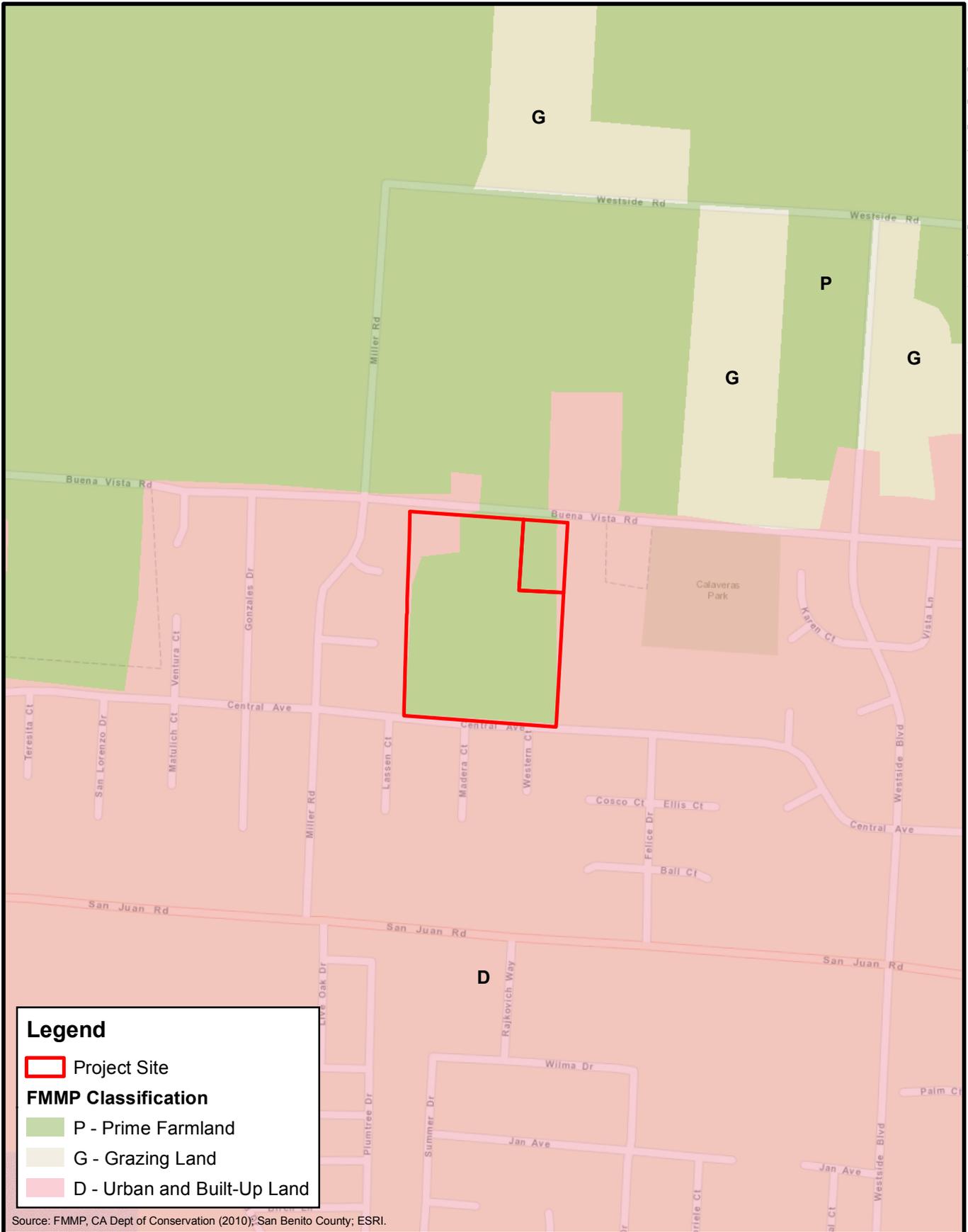


Figure 4
Prime Farmland Classification For San Benito County,
Farmland Mapping and Monitoring Program

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the 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:				
a) Conflict with or obstruct implementation of the applicable air quality plan? Source: 20	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? Source: 21	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? Source: 21	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations? Source: 4	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a) Conflict with or obstruct implementation of the applicable air quality plan?

The project site is located within the North Central Coast Air Basin (NCCAB). The NCCAB comprises a single air district, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), which encompasses Santa Cruz, San Benito, and Monterey counties.

The MBUAPCD prepared the 2008 Air Quality Management Plan (AQMP) and continues to prepare triennial updates (Triennial Plan Revision 2009–2012) to the AQMP to attain state and federal ambient air quality standards in the air basin. The AQMP and updates accommodate growth by projecting the growth in emissions based on different indicators. For example, population forecasts adopted by the Association of Monterey Bay Association of Governments (AMBAG) are used to forecast population-related emissions. Through the planning process, emissions growth is offset by basin-wide controls on stationary, area, and transportation sources of air pollution.

Projects that are not consistent with the AQMP have not been accommodated in the plan and would have a significant cumulative impact on regional air quality unless emissions are completely offset. The MBUAPCD has developed a consistency determination process for local jurisdictions to identify whether proposed residential land uses are consistent with the AQMP. Specifically, the MBUAPCD consistency determination process demonstrates whether the population associated with growth, such as the proposed project, is accommodated because AMBAG’s regional forecasts for population and dwelling units are embedded in the emissions inventory projections used in the AQMP. Projects that are consistent with AMBAG’s regional

forecasts have been accommodated in the AQMP and therefore are consistent with the plan. Buildout of the project's 9-acre lot has been anticipated since adoption of the 2005 Hollister General Plan; therefore, it was included in AMBAG's regional forecasts. Furthermore, development of the project's 1-acre lot with residential uses, currently outside of the city limits, was also anticipated since adoption of the 2005 Hollister General Plan. The proposed project would accommodate residential growth in a manner consistent with the AQMP, most recently updated in 2012. Therefore, the proposed project would have **no impact** on the AQMP.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Land use activities associated with project implementation would introduce additional construction, mobile, and stationary sources of emissions, which would adversely affect regional air quality. Short- and long-term operational emissions associated with the proposed project were quantified using the CalEEMod land use emissions model (see **Appendix A** for model data outputs). These quantified emission projections were then compared with the MBUAPCD significance thresholds established in the MBUAPCD's (2008b) CEQA Air Quality Guidelines.

Short-Term Construction Emissions

Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but have the potential to represent a significant air quality impact. Project construction would result in temporary emissions from site preparation and excavation, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces, worker trips, etc. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

The MBUAPCD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM₁₀), and the MBUAPCD threshold for PM₁₀ is 82 pounds per day. The MBUAPCD provides screening thresholds to determine whether construction activities could exceed this threshold. According to the MBUAPCD, construction activities that involve minimal earth moving over an area of 8.1 acres or more could result in potentially significant temporary air quality impacts if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) may result in significant unmitigated impacts if the area of disturbance exceeds 2.2 acres per day.

Daily construction-generated emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), PM₁₀, and PM_{2.5} are summarized in **Table 3-1**. It is important to note, however, that ozone precursor pollutants (i.e., ROG and NO_x) are accommodated in the emission inventories of state- and federally required air plans. For this reason, the MBUAPCD has not adopted a significance threshold for construction-generated emissions of ozone precursors. Emissions of PM_{2.5} are a subset of PM₁₀ emissions. The MBUAPCD has not adopted a separate significance threshold for construction-generated emissions of PM_{2.5}. However, for informational purposes, emissions of ozone precursor pollutants and PM_{2.5} were quantified in **Table 3-1**.

TABLE 3-1
SHORT-TERM CONSTRUCTION-GENERATED EMISSIONS – UNMITIGATED POUNDS PER DAY

Project Phase/Activity	Maximum Daily Emissions			
	ROG	NO _x	PM ₁₀	PM _{2.5}
91 single-family units on 10 acres				
Demolition	4.88	48.90	2.92	2.37
Site preparation	5.54	56.99	21.29	12.81
Grading	7.08	79.16	10.51	6.90
Paving	2.29	22.46	1.38	1.19
Building	4.59	31.45	2.51	2.11
Architectural coating	116.46	2.40	0.24	0.20
<i>Maximum Daily Emissions</i>	<i>116.47</i>	<i>79.16</i>	<i>21.30</i>	<i>12.81</i>
MBUAPCD Significance Threshold	<i>None</i>	<i>None</i>	82	<i>None</i>
Exceed MBUAPCD Threshold?	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs.

As shown, construction would not exceed MBUAPCD thresholds for PM₁₀; therefore, construction emissions would be **less than significant**.

Long-Term Operational Emissions

Project-generated increases in emissions would be predominantly associated with motor vehicle use. To a lesser extent, area sources, such as the use of natural-gas-fired appliances, landscape maintenance equipment, and architectural coatings, would also contribute to overall increases in emissions.

The project’s long-term operational emissions are summarized in **Table 3-2**.

**TABLE 3-2
LONG-TERM OPERATIONAL EMISSIONS – UNMITIGATED POUNDS PER DAY**

Source	Emissions					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Proposed Project – Summer Emissions						
Area Source	163.45	2.23	202.80	0.07	27.32	27.32
Energy Use	0.10	0.91	0.39	0.00	0.07	0.07
Mobile Source	15.46	26.31	73.12	0.11	6.45	1.96
Total	179.02	29.47	276.47	0.20	33.85	29.36
Proposed Project – Winter Emissions						
Area Source	163.45	2.23	202.80	0.07	27.32	27.32
Energy Use	0.10	0.91	0.39	0.00	0.07	0.07
Mobile Source	19.08	28.57	122.66	0.11	6.45	1.96
Total	182.65	31.72	325.85	0.19	33.85	29.36
MBUAPCD Potentially Significant Impact Threshold	137	137	550	150	82	None
Exceed MBUAPCD Threshold?	Yes	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs.

As shown in **Table 3-2**, the project’s net emissions of ROG would exceed MBUAPCD thresholds. (Note that emissions rates differ from summer to winter. This is because weather factors are dependent on the season, and these factors affect pollutant mixing/dispersion, ozone formation, etc.). This would be a **significant impact**. Therefore, the following mitigation would be required to reduce emissions.

Mitigation Measure

MM 3-1 The project applicant and/or its contractor shall prohibit installation of wood-burning fireplaces within the subdivision. This prohibition shall be noted on the deed for future property owners to obey. Natural gas fireplaces are acceptable.

Implementation of mitigation measure **MM 3-1** would reduce impacts to the extent shown in **Table 3-3**.

**TABLE 3-3
LONG-TERM OPERATIONAL EMISSIONS – MITIGATED POUNDS PER DAY**

Source	Emissions					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO _x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO ₂)	Coarse Particulate Matter (PM ₁₀)	Fine Particulate Matter (PM _{2.5})
Proposed Project – Summer Emissions						
Area Source	6.00	0.10	8.62	0.00	0.17	0.16
Energy Use	0.10	0.91	0.39	0.00	0.07	0.07
Mobile Source	15.46	26.31	73.12	0.11	6.45	1.96
Total	21.57	27.33	82.14	0.12	6.69	2.20
Proposed Project – Winter Emissions						
Area Source	6.00	0.10	8.62	0.00	0.17	0.16
Energy Use	0.10	0.91	0.39	0.00	0.17	0.16
Mobile Source	19.08	28.57	122.66	0.11	6.45	1.96
Total	25.20	29.58	131.68	0.12	6.69	1.96
MBUAPCD Potentially Significant Impact Threshold	137	137	550	150	82	None
Exceed MBUAPCD Threshold?	No	No	No	No	No	No

Source: CalEEMod version 2013.2.2. Refer to **Appendix A** for model data outputs.

As shown, implementation of mitigation measure **MM 3-1** would substantially reduce ROG emissions below the significance threshold. Therefore, regional operations emissions would not result in a significant long-term air quality impact with implementation of mitigation measure **MM 3-1**. This mitigation would also assist in the reduction of greenhouse gas emissions as described further under subsection 7, Greenhouse Gas Emissions.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

In accordance with the MBUAPCD’s (2008b) CEQA Air Quality Guidelines, project emissions that are not consistent with the AQMP would have a cumulative regional air quality impact. As identified under Issue a) above, the proposed project would be consistent with the regional air pollutant forecasts in the AQMP. In addition, as noted in Issue b) above, neither the project’s construction-related nor long-term operational emissions (as mitigated) would exceed MBUAPCD significance thresholds. For these reasons, this would be a **less than significant impact**.

d) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project could create a significant hazard to surrounding residents and other sensitive receptors through exposure to substantial pollutant concentrations such as particulate matter during construction activities and/or other toxic air contaminants (TACs).

Construction TACs

Sensitive land uses are generally defined as locations where people reside or where the presence of air emissions could adversely affect the use of the land. Typical sensitive receptors include residents, schoolchildren, hospital patients, and the elderly. Residential land uses surround the project site on two sides. In addition, Calaveras Elementary School is directly adjacent to the project site. Construction activities would involve the use of a variety of gasoline- or diesel-powered equipment that emits exhaust fumes. Surrounding residents and schoolchildren would be exposed to nuisance dust and heavy equipment emission odors (e.g., diesel exhaust) during construction. However, the duration of exposure would be short and exhaust from construction equipment dissipates rapidly. Furthermore, as identified under Issue b), project construction would not exceed MBUAPCD thresholds for particulate matter. Therefore, sensitive receptors in the project vicinity would not be exposed to substantial fugitive dust emissions (PM). Nonetheless, due to the adjacent Calaveras Elementary School and the increased sensitivity of young children, mitigation measure **MM 3-2** is recommended. Implementation of mitigation measure **MM 3-2** would reduce the amount of construction-generated pollutants by requiring the most efficient equipment and limiting hours of activities.

Mitigation Measure

- MM 3-2** The following measures shall be implemented to reduce construction-generated pollutant levels:
- a. During construction activities, all off-road diesel-fueled equipment (e.g., rubber-tired dozers, graders, scrapers, excavators, asphalt paving equipment, cranes, and tractors) shall be California Air Resources Board (CARB) Tier 3 Certified or better.²
 - b. Dust and particulates shall be controlled by regular watering and similarly accepted methods during grading activities which would result in intensive equipment usage and ground disturbance. If excessive dust is generated the public shall be directed, via posted signage, to contact City staff (measure e below).
 - c. All construction equipment shall be maintained and properly tuned in accordance with manufacturers' specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
 - d. All equipment shall be turned off if not in use for more than 10 minutes.

² NOx emissions are primarily associated with use of diesel-powered construction equipment (e.g., graders, excavators, rubber-tired dozers, tractor/loader/backhoes). The Clean Air Act of 1990 directed the EPA to study, and regulate if warranted, the contribution of off-road internal combustion engines to urban air pollution. The first federal standards (Tier 1) for new off-road diesel engines were adopted in 1994 for engines over 50 horsepower and were phased in from 1996 to 2000. In 1996, a Statement of Principles pertaining to off-road diesel engines was signed between the EPA, CARB, and engine makers (including Caterpillar, Cummins, Deere, Detroit Diesel, Deutz, Isuzu, Komatsu, Kubota, Mitsubishi, Navistar, New Holland, Wis-Con, and Yanmar). On August 27, 1998, the EPA signed the final rule reflecting the provisions of the Statement of Principles. The 1998 regulation introduced Tier 1 standards for equipment under 50 horsepower and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. As a result, all off-road, diesel-fueled construction equipment manufactured in 2006 or later has been manufactured to Tier 3 standards.

- e. The staff at Calaveras Elementary School shall be notified a minimum of one week prior to commencing on-site construction activities so that any necessary precautions (such as rescheduling or relocating outdoor activities) can be implemented, if deemed necessary. The written notice shall include the name and telephone number of City staff authorized to manage project construction. In the event complaints are received, that individual shall respond within 24 hours. To the extent feasible, the response shall include identification of measures being taken to reduce construction-related air pollutants. Such measures may include, but are not limited to, the relocation of equipment or the rescheduling of construction outside of normal educational hours.

Operational TACs

Project implementation would not result in the development of any sources of TACs. Furthermore, no major existing sources of TACs would affect proposed on-site sensitive receptors identified in the project vicinity (CHAPIS 2013).

Carbon Monoxide Hotspots

Typically, substantial pollutant concentrations of carbon monoxide (CO) are associated with mobile sources (e.g., vehicle idling time). Localized concentrations of CO are associated with congested roadways or signalized intersections operating at poor levels of service (LOS E or lower). High concentrations of CO may negatively affect local sensitive receptors (e.g., residents, schoolchildren, or hospital patients). Surrounding the project site are sensitive receptors consisting of existing residential uses, an elementary school, and an existing network of roadways with vehicle traffic controlled by stop signs and traffic lights. As stated in subsection 16, Transportation/Traffic, the project would not create any significant impacts at any of the study intersections under existing plus project and background plus project conditions. Therefore, the project operation would not result in CO hotspot impacts on sensitive receptors. Therefore, impacts on sensitive receptors would be **less than significant**.

e) Create objectionable odors affecting a substantial number of people?

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they can be unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Projects with the potential to frequently expose people to objectionable odors would have a significant impact.

Project construction would use a variety of gasoline- or diesel-powered equipment that would emit exhaust fumes. While exhaust fumes, particularly diesel exhaust, may be considered objectionable by some people, construction-generated emissions would occur intermittently throughout the workday and would dissipate rapidly within increasing distance from the source. In terms of operational odor impacts, residential developments are not considered to be an emissions source that would result in objectionable odors. Therefore, odor impacts would be **less than significant**.

INITIAL STUDY

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES. Would the project:				
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 Wildlife or US Fish and Wildlife Service? Sources: 5, 6, 7, 23, 24	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service? Sources: 5, 6, 7, 22, 23	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.), through direct removal, filling, hydrological interruption, or other means? Source: 1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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? Sources: 5, 6, 7, 22, 23	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Source: 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

EXISTING SETTING

A PMC biologist conducted an evaluation of the project site to characterize the biological baseline on and adjacent to the proposed project. The evaluation involved a reconnaissance-level survey as well as a query of available data and literature from local, state, federal, and nongovernmental agencies.

Database queries were performed on the following websites:

- US Fish and Wildlife Service (USFWS) Information, Planning, and Conservation (IPaC) System (2014a)
- USFWS Critical Habitat Portal (2014b)
- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDDB) (2014)
- California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2014)

PMC performed a search of the USFWS's Critical Habitat Portal and IPaC System for the project area to identify federally protected species and their habitats that may be affected by the proposed project. In addition, PMC conducted a query of the CNDDDB to identify known processed and unprocessed occurrences for special-status species within the Hollister, California, USGS 7.5 minute quadrangle (quad) and all adjacent quads (Paicines, Natividad, Tres Pinos, San Juan Bautista, Three Sisters, San Felipe, Chittenden, and Mt. Harlan). Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur within the aforementioned quads. Data from the database queries can be found in **Appendix B**.

A PMC biologist conducted a reconnaissance-level survey on August 21, 2014. The biologist characterized the existing biological resources conditions on the site and evaluated potential presence of special-status species, wetlands, or other sensitive resources. The project site has relatively flat topography and is approximately 277 feet above mean sea level. At the time of the field survey, the project site consisted of undeveloped agricultural land that had been freshly tilled and was therefore mostly barren. Remnant vegetation consisted of weedy annual species. The site was previously used as an orchard but was cleared of trees in 2009. Agricultural fields occur to the north of the site. The site is in a developing residential area of Hollister and is surrounded on all sides by a mix of agricultural and residential uses.

Special-Status Species

Candidate, sensitive, or special-status species are commonly characterized as species that are at potential risk or actual risk to their persistence in a given area or across their range. These species have been identified and assigned a status ranking by governmental agencies such as the CDFW, the USFWS, and nongovernmental organizations such as the CNPS. The degree to which a species is at risk of extinction is the determining factor in the assignment of a status ranking. Some common threats to a species or population's persistence include habitat loss, degradation, and fragmentation, as well as human conflict and intrusion. For the purposes of this biological review, special-status species are defined by the following codes:

- Listed, proposed, or candidates for listing under the federal Endangered Species Act (50 Code of Federal Regulations [CFR] 17.11 – listed; 61 Federal Register [FR] 7591, February 28, 1996, candidates)
- Listed or proposed for listing under the California Endangered Species Act (Fish and Game Code [FGC] 1992 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)
- Designated as Species of Special Concern by the CDFW

INITIAL STUDY

- Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, 5515)
- Species that meet the definition of rare or endangered under the California Environmental Quality Act (CEQA) (14 CCR Section 15380) including CNPS List Rank 1B and 2

The query of the USFWS, CNPS, and CNDDDB databases revealed several special-status species with the potential to occur in the project vicinity. **Appendix B** summarizes each species identified in the database results, a description of the habitat requirements for each species, and conclusions regarding the potential for each species to be impacted by the proposed project. **Figure 5** depicts the locations of special-status species recorded within a 1-mile radius of the project site.

Locally occurring wildlife presence on the site would be negligible. Due to the active agricultural use, the urban development in the vicinity, the lack of natural habitats in proximity, and the disturbed nature of the site, most of the species discussed in **Appendix B** would not be expected to use the site regularly or for extended periods. Common rodents, reptiles, and other animals commonly found in agricultural fields could be found on the site.

DISCUSSION OF IMPACTS

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 CDFW or USFWS?

Based on the results of database queries and historic records, as well as known regional occurrences, burrowing owl is the only special-status species with the potential to occur on the project site. Given the heavily disturbed nature of the site, no special-status plants or other special-status animals were determined to have the potential to occur.

A PMC biologist conducted a site visit on August 21, 2014. No sign of special-status species was encountered. Though no sign of burrowing owls or suitable burrows was found during the site visit, project implementation may result in the loss of this species through destruction of active nesting sites and/or incidental burial of adults, young, and eggs, should they become established on-site. Potential nest abandonment and mortality to burrowing owl individuals would be a significant impact on protected species. Therefore, the following mitigation measure would be required.

Mitigation Measures

MM 4-1 **Burrowing Owl.** If clearing and construction activities will occur during the nesting period for burrowing owls (February 1–August 31), a qualified biologist shall conduct focused surveys for burrowing owls on and adjacent to the project site. Surveys shall be conducted in accordance with the CDFW’s Staff Report on Burrowing Owl Mitigation (Staff Report), published March 7, 2012. Surveys will be done within 14 days prior to construction activities and will be repeated if project activities are suspended or delayed for more than 15 days during nesting season.

If no burrowing owls are detected, no further mitigation is required. If active burrowing owls are detected, the project applicant shall implement the avoidance, minimization, and mitigation methodologies outlined in the CDFW's Staff Report prior to initiating project-related activities that may impact burrowing owls.

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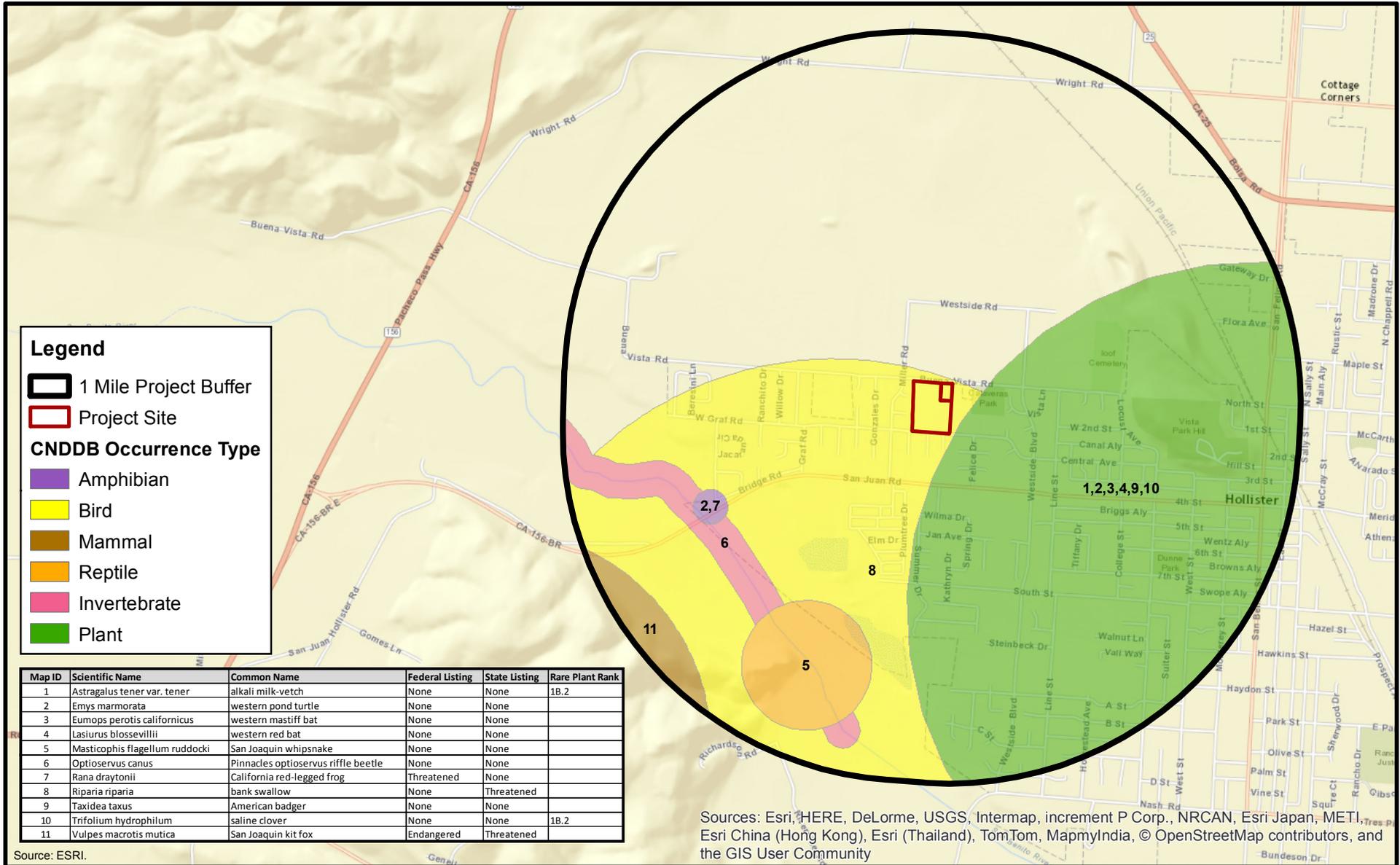


Figure 5
Previously Recorded Occurrences of Special-status Species within 1-mile of the Project Site

Implementation of mitigation measure **MM 4-1** would reduce impacts to **less than significant**.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the CDFW or USFWS?

Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the CDFW; (d) areas outlined in Section 1600 of the FGC; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies. No riparian habitat or other sensitive natural communities occur within the project boundaries; therefore, **no impact** would occur as a result of the project.

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?

No wetlands or other jurisdictional waters were observed on the site during the August 2014 survey. There are no tributaries or water bodies on the property that meet the technical criteria for a wetland. The closest water body, San Benito River, is over 0.5 mile from the project site. Aerials of the site, dating to the 1990s (Google Earth 2014), were also reviewed; no evidence of wetland signatures was apparent. Based on the reconnaissance-level survey and historical aerials reviewed, jurisdictional waters appear to be absent from the site. Therefore, the project would have **no impact** to federally protected wetlands.

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?

Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They may also function as dispersal corridors allowing animals to move between various locations within their range. The project site consisted of croplands and exists currently as a ruderal habitat that is isolated by development and agriculture from other areas of natural habitats occurring on all sides. The conversion of approximately 10 acres of such habitat would not significantly impact wildlife. Therefore, impacts on wildlife habitat and movement would be **less than significant**.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed project would not conflict with the Hollister Municipal Code, nor would it conflict with any of the policies described in the Hollister General Plan that protect biological resources. The project would not conflict with any local policies or ordinances protecting biological resources. As such, **no conflict** would occur.

INITIAL STUDY

- 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?*

There are currently no other adopted or proposed habitat conservation plans, natural community conservation plans, or other approved local, regional, or state habitat conservation plans that affect the proposed project. Therefore, **no conflict** would occur.

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

DISCUSSION OF IMPACTS

In September 2014, Holman & Associates conducted an archaeological literature review and field inspection of the project site (see **Appendix C**). The literature review comprised an examination of the existing archaeological literature available at the Northwest Information Center at Sonoma State University. The archival research showed very limited surveys had been conducted in the area of the project and that no significant resources have been recorded in the immediate area.

Holman & Associates conducted a field survey of the project site. This survey consisted of walking 20-meter transects over the entire project site from north to south. At the time of the survey, 100 percent of the ground surface was visible due to recent plowing and disking. No evidence of archaeological resources was seen during the survey.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

For the house at 1261 Buena Vista Road, assessor’s records show an estimated date of construction as 1895 for the main structure, a 26- by 26-foot one-story wood frame house. The house was moved to the site from an unknown location in 1952 with an upgraded concrete pile foundation on its perimeter. The structure has a 10- by 10-foot basement. Outbuildings include a wash house, cutting shed, and garage (all extant) that date to the 1940s and 1950s. The house and property are associated with the production of apricots according to County records. The field survey did find that the single-family dwelling and outbuildings at 1261 Buena Vista Road are in relatively good condition. While the design of the house is very simple, the sunrise accent over the front door may indicate a cultural variant of the otherwise vernacular design. To assess the historic integrity of the structure, PMC and Richard Brandi conducted a historical evaluation (December 2014). The report (Appendix C) concluded that the structure has undergone significant alteration, does not retain any significant architectural features or distinctive style, and is not associated with historic persons or events. As such, the structure does not meet Secretary of the Interior Standards of significance and is not eligible for listing on the California Register of Historical Resources. . The house at 1271 Buena Vista Road is a one-story ranch house

built in 1969. No outbuildings are listed in the records. The survey found a small brick structure behind the house. This structure has iron ash cleanout and an exhaust vent and may be an agricultural tool used to blanch fruits or nuts for preservation. The condition is very poor, as the brick and mortar walls have begun to fail.

The County has a list and associated map of historic and cultural resources within its jurisdiction. According to County of San Benito Planning Department staff, this is for the most part a cumulative list. The list also appears to have been augmented by increased inventory activity in 1992 and 1993 resulting from damage associated with the Loma Prieta earthquake, as many of the properties on the list are located in downtown Hollister in the Monterey Street Historic District and the Downtown Hollister Historic District, both of which were created at that time. Neither structure in the project site is named as a historic or cultural resource on the County's list.

Hollister Municipal Code Section 15.16 specifies that historic resources should be protected and preserved. The structure at 1261 Buena Vista Road is not known to be associated with significant historical events. Further, based on County records the structure was moved to the current location from its original location to the project site. , Based on the evaluation by Brandi, the historic context of the structure has been compromised despite its relatively good condition. Therefore, demolition of the structures would not cause a substantial adverse change in the significance of a historical resource. The project would have a **less than significant impact**.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

The archaeological determined that there is a low potential for the site to contain buried or obscured archaeological resources. However, the project would involve ground-disturbing activities that have the potential to uncover archeological resources. Therefore, the project could have a **significant impact** on archaeological resources. The following mitigation measure would be required.

Mitigation Measure

MM 5-1 During project construction, if any archeological or paleontological resources (i.e., fossils) are found, the project applicant and/or its contractor shall cease all work within 50 feet of the discovery and notify the City of Hollister Planning Division immediately. The project applicant and/or its contractor shall retain a qualified paleontologist to evaluate the finds and recommend appropriate mitigation measures for the inadvertently discovered paleontological resources. The City and the applicant shall consider the mitigation recommendations and agree on implementation of the measure(s) that are feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, or other appropriate measures.

Implementation of mitigation measure **MM 5-1** would reduce impacts on archeological resources to **less than significant**.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The potential exists for discovery of paleontological resources during ground-disturbing activities. Therefore, the project may impact paleontological resources. This impact would be **significant**.

Implementation of mitigation measure **MM 5-1** would reduce impacts on paleontological resources to **less than significant**.

The project site is currently flat and undeveloped and does not contain any unique geological features. **No impact** on unique geological features would occur.

d) Disturb any human remains, including those interred outside of formal cemeteries?

The cultural resources study determined a very low likelihood for prehistoric and/or historic era resources to exist on the project site. There may be a possibility, however, of unanticipated and accidental paleontological discoveries and/or discovery of human remains during ground-disturbing project-related activities. This would be a **significant impact** requiring the following mitigation measure.

Mitigation Measure

MM 5-2 During project construction, if human remains are discovered, the project applicant and/or its contractor shall cease all work within 50 feet of the find and notify the City of Hollister Planning Division and the County Coroner, according to California Health and Safety Code Section 7050.5. If the remains are determined to be Native American, the coroner shall notify the Native American Heritage Commission and shall follow the procedures outlined in CEQA Guidelines Section 15064.5(d) and (e).

Implementation of mitigation measure **MM 5-2** would reduce potential impacts on human remains to a **less than significant** level by requiring that work cease immediately and ensuring the appropriate procedures are followed in the event of an unanticipated discovery of human remains during project construction.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

This section addresses the site’s suitability for residential use based on the preliminary soils and geotechnical report prepared for the 2005 Hollister General Plan, the geotechnical investigation report prepared for the project (see **Appendix D**), and other readily available sources.

Although the project site has level topography with slopes ranging from 0 to 2 percent, project implementation would involve grading activities, which may result in increased rates of soil erosion and subsequent sedimentation.

Hollister is in a seismically active region and has experienced damage caused by ground shaking within the last 35 years. The San Andreas fault line is the general boundary between the northward-moving Pacific Plate and the southward-moving North American Plate. The San Andreas fault system crosses San Benito County in a southeasterly direction along the Gabilan Range 2.5 miles west of the city and is capable of generating an earthquake of up to 8.3 magnitude on the Richter Scale. The project site is located outside of a California Earthquake Fault Zone for an active fault. The nearest active fault is the Calaveras fault, which is located approximately 1 mile southwest. The Calaveras fault runs north-south and bisects the city through the downtown area. This fault has the capacity for a quake of magnitude 7+ on the Richter Scale. Additional nearby faults include the Quien Sabe and the Tres Pinos. The Quien Sabe fault registered an earthquake of at least magnitude 5.5 on the Richter Scale in 1986. The Tres Pinos fault is a minor fault that is connected to the Calaveras fault in Hollister's downtown area and is aligned in a southeasterly direction through the area. All but the Tres Pinos fault are considered active faults. The project's potential to be impacted by fault rupture, ground shaking, liquefaction, and landslide is discussed below.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:

i) Rupture of a known earthquake fault?

According to the project's geotechnical investigation, no faults are known to lie within the site. The likelihood of a surface fault rupture occurring on this site is considered nonexistent. However, there are faults located in the general area. Project construction would be required to meet the 2010 California Building Code (CBC), Chapter 16, Section 1613, Earthquake Loads. As such, project implementation would have a **less than significant impact** in this subject area.

ii) Strong seismic ground shaking?

The site's most significant seismic hazard is seismic shaking. These potential impacts, however, are mitigated through compliance with Section 16.28.040 of the City's Municipal Code, which requires applicants proposing a subdivision, either residential or commercial, to prepare a seismic report and comply with its measures. The project's geotechnical investigation report recommends complying with the 2007 California Building Code Seismic Criteria for the proposed structures. Compliance with these criteria would reduce impacts associated with ground shaking to **less than significant**.

iii) Seismic-related ground failure, including liquefaction?

Liquefaction describes the phenomenon where soil loses its supportive strength and becomes incapable of bearing the load or overlaying soils or structures. Liquefaction occurs during earthquake conditions in saturated, relatively loose, sandy soils located near the ground surface. The geotechnical investigation report evaluated the site's soils for liquefaction potential based on soil type, density of the site soils, and the absence of groundwater at shallow depth. According to the geotechnical report, no groundwater was observed during the drilling operations at a depth of 30 feet, and no granular soil and/or loose sands were detected in any of the borings, making the risk of liquefaction low. Additionally, as shown on Map 18 of the City of Hollister General Plan, the site is located in an area with moderate liquefaction potential. As such, the project would not be at risk of liquefaction, and **no impact** would occur.

iv) Landslides?

The project site is flat and is not located adjacent to any hillsides or other sloped areas that could be subject to landslides. **No impact** would result.

b) Result in substantial soil erosion or the loss of topsoil?

The project site is generally flat, and construction would not require sloped areas potentially subject to erosion. However, the geotechnical report indicates that minor grading on the site would consist of cutting in the streets and placing fill on the pads to achieve rough grade and appropriate pad elevations. Soil erosion of any stockpiles on-site prior to completion of the final phase of the project could, however, potentially occur as a result of wind and rain. The project would be required to comply with Section 17.16.040 of the City's Zoning Code, which requires applicants to submit an erosion control plan that must include measures stabilizing exposed earth. Implementation of this approved erosion control plan would reduce impacts associated with soil erosion compatibility to **less than significant**.

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?

The project site is flat and is not located adjacent to any hillsides or other sloped areas that could be subject to landslides.

Lateral spreading typically results when ground shaking moves soil toward an area where the soil integrity is weak or unsupported, and it typically occurs on the surface of a slope, although it does not occur strictly on steep slopes. Oftentimes, lateral spreading is directly associated with areas of liquefaction. Because the site is not located in an area of steep slopes and the potential for liquefaction is low according to the geotechnical report, lateral spreading is considered "highly improbable" to occur on the project site.

Land subsidence is the gradual settling or sinking of an area with little or no horizontal motion due to changes taking place underground. It is a natural process, although it can also occur (and is greatly accelerated) as a result of human activities. Common causes of land subsidence from human activity include pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils.

The project does not propose pumping of any water, oil, and/or gas from underground reservoirs. Groundwater was not encountered during borings of up to 30 feet. Further, the geotechnical investigations did not encounter limestone aquifers; the site was not used for mining and there are no mines near the project site. These features minimize the likelihood of land subsidence.

Collapse can occur if near-surface soils vary in composition both vertically and laterally, and strong earthquake shaking can cause non-uniform compaction of the soil strata, resulting in movement of the near-surface soils.

Hollister Municipal Code Section 16.28.010 requires a soil report to be submitted with all tentative maps for proposed housing developments. The soil report would identify any soil instability concern and provide recommendations for the mitigation of the concern. Therefore, project implementation would have a **less than significant impact** relative to this topic.

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?

Expansive soils can cause damage to buildings and paved areas. Near-surface soils that exhibit low strength may settle under building loads. The soils overlaying the project site are classified as Sorrento silty clay loam with slopes of 0 to 2 percent (approximately 100 percent of the site), (USDA 2014). The site is underlain by alluvial soils of sandy clay, silty clay, slightly sandy to the maximum depth explored, about 30 feet below the existing ground surface. The subsurface soil conditions indicate that the soil profile is uniform throughout and consists of dark brown soft silty sandy clay, underlain by light brown olive color sandy silty clay. The material at and near the surface was wet and soft, and becomes stiff and moist with depth. The sandy clay upper surface material has the propensity to swell when wet and shrink when dry.

The City of Hollister General Plan EIR addresses the potential for expansive soils in the Hollister planning area. According to the General Plan EIR, the potential for expansive soils can be eliminated by conducting engineering tests to determine the proper design criteria. The project applicant would be required to observe those techniques during site development. As such, the potential for expansive soils creating substantial risks to life or property would be a **less than significant impact**.

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?

The project would be required to connect to the City of Hollister's wastewater system. Wastewater would be processed through the Hollister Domestic Water Reclamation Facility and would not require the installation of septic systems. Therefore, **no impact** would result with regard to soil suitability for septic systems.

	Potentially Significant Impact	Less Than Significant Impact With Incorporated Mitigation	Less Than Significant Impact	No Impact
7. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? Source: 33	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

This section addresses the project’s potential greenhouse gas (GHG) emissions based on the 2005 Hollister General Plan, the project’s GHG calculations (see **Appendix E**), and other readily available sources. The project’s GHG emissions would occur over the short term from construction activities, consisting primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with new vehicular trips and indirect source emissions, such as electricity usage for lighting.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine if a project’s GHG emissions would have a significant impact on the environment. The guidelines direct that agencies are to use “careful judgment” and “make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate” the development’s GHG emissions (14 CCR Section 15064.4[a]). Determining a threshold of significance for climate change impacts poses a special difficulty for lead agencies. Much of the science in this area is new and is evolving constantly. At the same time, neither the State nor local agencies are specialized in this area, and there are currently no local, regional, or state thresholds for determining whether a residential development has a significant impact on climate change. The CEQA Amendments do not prescribe specific significance thresholds but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction.

Assembly Bill (AB) 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the legislature determined the necessary GHG reductions for the State to make to sufficiently offset its contribution to cumulative climate change to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of GHGs. As such, compliance with AB 32 is the adopted basis on which the agency can base its significance threshold for evaluating GHG impacts.

Therefore, the proposed project is compared to the emissions reductions goals of AB 32. In 2008, the California Air Resources Board (CARB) adopted the AB 32 Scoping Plan to achieve the goals of AB 32, which determined that achieving the 1990 emission level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the

absence of new laws and regulations (referred to as “business as usual” or BAU).³ In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relies on emissions projections updated in light of current economic forecasts which account for the economic downturn since 2008 as well as reduction measures already approved and put in place relating to future fuel and energy demand, in addition to other factors. This reduced the projected 2020 emissions from 596 million metric tons (MMT) carbon dioxide equivalents (CO₂e) to 507 MMTCO₂e. The reduction in projected 2020 emissions means that the revised BAU reduction necessary to achieve AB 32’s goal of reaching 1990 levels by 2020 is now 16 percent.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

For the purposes of this assessment, the proposed project is compared to the achievement of at least a 16 percent reduction in GHG emissions as compared to BAU to provide a conservative assessment. To determine whether a 16 percent reduction compared to BAU would be achieved, quantifying project-specific GHG emissions was conducted. Projects that demonstrate a reduced or mitigated GHG emissions by at least 16 percent compared to BAU, consistent with greenhouse gas emissions reduction targets established in the CARB AB 32 Scoping Plan, would have a less than significant individual and cumulative effect on global climate change. To be conservative, total construction-generated GHG emissions were amortized over the estimated life of the residential development and included with operational emissions for comparison to the significance thresholds. A life of 30 years was assumed for the proposed project.

As shown in **Table 7-1**, the project could produce 2,786 metric tons of CO₂e annually under BAU conditions, primarily from motor vehicles that travel to and from the site. For purposes of this assessment, the total emissions of 2,786 metric tons of CO₂e per year are considered BAU.

**TABLE 7-1
ESTIMATED GREENHOUSE GAS EMISSIONS UNDER BAU OPERATIONS (METRIC TONS PER YEAR)**

Emissions Source	CO₂e
Construction Amortized over 30 Years	17
Area Source (landscaping, hearth)	157
Energy	358
Mobile	2,174
Waste	59
Water	20
Total	2,786

Source: CalEEMod version 2013.2.2. See **Appendix E** for emission model outputs.

Notes: BAU emissions projections account for development-generated emissions without any greenhouse gas reduction measures; i.e., emissions presented are not adjusted for future improved CAFÉ standards (Pavley I) and Low Carbon Fuel Standards, or the 2011 Renewables Portfolio Standard. The Pacific Gas & Electric Year 2005 emissions factor of 489 pounds of CO₂ per megawatt of energy generated (PG&E 2014) was used to account for energy-related BAU GHG emissions. Traffic generation (980 average daily trips) is derived from the traffic operations analysis prepared for the project.

³ Business as usual (BAU) is the project’s projected GHG emissions level in 2020 under the assumption that consumption patterns and efficiencies are maintained at their 2005 levels. Under a BAU scenario, state, regional, and project-level efforts to reduce GHG emissions are not taken into consideration; rather, the BAU assumes the Year 2005 status quo.

Several State-led GHG emissions-reducing regulations have recently taken effect, and changes to regulations will continue to take effect in the near future that will substantially reduce GHG emissions. For instance, implementation of Assembly Bill 1493 (the Pavley Standard) (Health and Safety Code Sections 42823 and 43018.5) will significantly reduce the amount of GHGs emitted from passenger vehicles. The Pavley Standard is aimed at reducing GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016 by requiring increased fuel efficiency standards of automobile manufacturers. The program combines the control of smog, soot, and GHG emissions with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions. The anticipated reduction associated with State-led GHG emissions-reducing regulations represents 423 fewer metric tons per year of GHGs attributed to the proposed project (see **Table 7-2**).

The electricity provider for Hollister, Pacific Gas and Electric Company (PG&E), is subject to California’s Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020, which will have the effect of reducing GHG emissions generated during energy production. For example, from 2005 to 2012, PG&E increased its purchase of renewable source-generated electricity to levels that currently account for just over half of its total power mix (PG&E 2014). Largely due to this strategy, PG&E’s reduction of its CO₂ emission intensity factor between BAU and project implementation would result in 16 fewer metric tons per year of greenhouse gases (1 fewer metric ton per year attributed to the regional water system) as shown in **Table 7-2**.

**TABLE 7-2
GHG REDUCTIONS FROM APPLICATION OF PROJECT MITIGATION AND RECENT REGULATIONS**

Reduction Source	CO ₂ e Emissions Reductions (metric tons/year)
Mitigation measure MM 3-1 (prohibition of wood-burning hearths)	-82
Construction Equipment Efficiencies from Engine Modernization	-1
State-Led GHG-Reducing Regulations	
AB 1493 (Pavley) and Low Carbon Fuel Standard ¹	-423
2011 Renewables Portfolio Standard ²	-16
Total	-522

Notes:

1. Emissions reductions from AB 1493 and Low Carbon Fuel Standard are derived from the difference between 2005 automobile emissions factors and 2016 automobile emissions factors contained in CalEEMod version 2013.2.
2. Emissions reductions from the RPS are derived from the difference between PG&E’s business-as-usual CO₂ emission intensity factor of 489 pounds of CO₂ per megawatt of energy generated and PG&E’s most current (2012) CO₂ emission intensity factor of 445 pounds of CO₂ per megawatt of energy generated (PG&E 2014).

Data output is included in **Appendix E**.

As demonstrated in subsection 3, Air Quality, the proposed project would be required to implement mitigation measure **MM 3-1**, which prohibits the installation of wood-burning hearths. Implementation of mitigation measure **MM 3-1** in conjunction with State-led GHG reduction measures such as Pavley, the Low Carbon Fuel Standard, and the RPS would reduce project greenhouse gas emissions by 18.7 percent compared with business as usual, which is beyond the 16 percent reduction threshold. **Table 7-3** provides a summary of project GHG reductions attributable to state regulations enacted subsequent to CARB determining the 16 percent reduction needed to achieve compliance with AB 32.

**TABLE 7-3
SUMMARY OF GHG REDUCTIONS**

Emissions Reduction Summary	CO₂ Emissions (Metric Tons/Year)
Total Business-as-Usual (BAU) Emissions	2,786
State-Led Regulatory Reduction	-439
Mitigation measure MM 3-1	-82
Construction Equipment Efficiencies from Engine Modernization	-1
Project Emissions After Reductions	2,264
Percentage Reduction from Business as Usual	18.7
Percentage Reduction Threshold for Less than Significant Determination	16

The GHG emissions from project implementation are projected to result in 2,264 metric tons of CO₂e per year (**Table 3-3** in subsection 3, Air Quality). The project’s GHG emissions would be reduced by 18.7 percent from business as usual, which is greater than the 16 percent threshold, so the project would be consistent with the State of California’s goals. Thus, the project’s impact on GHG emissions would be **less than significant**.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

California has adopted several policies and regulations for the purpose of reducing GHG emissions. AB 32 was enacted to reduce statewide GHG emissions to 1990 levels by 2020. As identified under Issue a) above, the proposed project would reduce greenhouse gas emissions from the BAU condition by 18.7 percent, which is greater than the State’s 16 percent reduction goal. Therefore, the project would not conflict with AB 32. There would be **no impact**.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? Source: 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan? Source: 14	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? Source: 24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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This section is based on a Phase I Environmental Site Assessment (ESA) for the project site (see **Appendix F**) and readily available information.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Both the US Environmental Protection Agency (EPA) and the US Department of Transportation (DOT) regulate the transport of hazardous waste and material, including transport via highway. The EPA administers permitting, tracking, reporting, and operations requirements established by the Resource Conservation and Recovery Act (RCRA). The DOT regulates the transportation of hazardous materials through implementation of the Hazardous Materials Transportation Act. This act administers container design and labeling, and driver training requirements. These established regulations are intended to track and manage the safe interstate transportation of hazardous materials and waste. Additionally, state and local agencies enforce the application of these acts and provide coordination of safety and mitigation responses in the case that accidents involving hazardous materials occur.

Project construction would include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. All construction activities would be subject to the National Pollutant Discharge Elimination System (NPDES) permit process that requires the preparation of a stormwater pollution prevention plan (SWPPP), which would be reviewed and approved by the Regional Water Quality Control Board.

Single-family residential units do not routinely transport, use, or dispose of hazardous materials or present a reasonably foreseeable release of hazardous materials, with the exception of common residential-grade hazardous materials such as household cleaners, paint, etc. Therefore, project operation would not result in an impact.

Enforcement of hazardous material regulations and rapid response by local agencies would reduce the project's hazardous materials transportation, use, and disposal health hazards to a **less than significant impact**.

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?

Project construction activities would include refueling and minor maintenance of construction equipment on-site, which could lead to minor fuel and oil spills. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including Cal/OSHA requirements. All construction activities would be subject to the NPDES permit process that requires the preparation of a SWPPP, which would be reviewed and approved by the Regional Water Quality Control Board.

Single-family residences do not routinely transport, use, or dispose of hazardous materials or present a reasonably foreseeable release of hazardous materials, with the exception of common residential-grade hazardous materials such as household cleaners, paint, etc. The project would be required to conform to local, state, and federal laws with regard to hazardous material and waste.

Historic agricultural operations on the site could have contaminated its soils. The Phase I ESA concluded that there was no documentation or physical evidence of soil or groundwater impairment associated with the site's previous use. A review of regulatory databases maintained by county, state, tribal, and federal agencies found no documentation of hazardous materials violations or discharge on the site and did not identify contaminated facilities within the appropriate American Society for Testing and Materials search distances that would reasonably be expected to impact the site. Based on these findings, no Recognized Environmental Conditions (RECs) and no historical RECs were identified for the site.

As part of the ESA, a combined total of 20 soil samples were taken on the site. A state-certified laboratory analyzed the soil samples for organochlorine pesticides (OCPs) and pesticide-related metals of lead, arsenic, and mercury. The detected pesticide and metal concentrations were compared to California Human Health Screening Levels (CHHSLs) for residential use. Metal concentrations were also compared to natural background concentrations. Laboratory analysis of the 20 samples detected trace concentrations of organochlorine pesticides, including DDE and DDT. However, reported concentrations are below the current residential CHHSL established by the California Environmental Protection Agency. The arsenic concentrations ranged from 4.8

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to 10 milligrams per kilogram, which are consistent with background soil concentrations for the area.

The project would demolish two homes located on the site. One home was constructed prior to 1950, at which time it was moved to the site. The other was built in the late 1960s. Given the age of these houses, lead-based paint and asbestos-containing materials may be present. Further, the project would remove a working septic tank shared by the two homes. Demolition of the homes and removal of the septic tank could release of hazardous materials into the environment. This would be a **significant impact**. Therefore, the following mitigation measures would be required.

Mitigation Measures

MM 8-1a A qualified and licensed professional shall conduct a hazardous building materials surveys for all structures proposed for demolition or renovation. A certified contractor shall abate all loose and peeling lead-based paint and asbestos-containing material in accordance with local, state, and federal requirements. The project applicant and/or its contractor shall remove all other hazardous materials from buildings prior to demolition in accordance with the regulations of the California Department of Industrial Relations, Division of Occupational Safety and Health. A qualified environmental professional shall document the completion of the abatement activities and submit a report to the City for review with applications for issuance of construction and demolition permits.

MM 8-1b Prior to grading activities, a certified contractor shall properly remove the septic system in accordance with local, state, and federal requirements. A qualified environmental professional shall document the septic tank removal and submit a report to the City for review with applications for issuance of construction and demolition permits.

Implementation of mitigation measures **MM 8-1a** and **MM 8-1b** would reduce the impact to **less than significant**.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Calaveras Elementary School and R. O. Hardin Elementary School are located to the southeast of the project site. No other schools are within a quarter mile of the project.

Single-family residential developments do not routinely transport, use, or dispose of hazardous materials or present a reasonably foreseeable release of hazardous materials. During project construction, the use and handling of hazardous materials would occur in accordance with applicable federal, state, and local laws, including Cal/OSHA requirements.

Demolition of the existing homes and removal of the septic system may result in handling hazardous materials within 0.25 mile of a school. This would be a **significant impact**. However, implementation of mitigation measures **MM 8-1a** and **MM 8-1b** would reduce impacts on school facilities to **less than significant**.

- 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?*

The ESA assessed whether the site is a hazardous materials site using a number of environmental regulatory databases such as the federal RCRA, American Society for Testing and Materials (ASTM), and others. The ESA determined that the project site was not listed as a hazardous materials storage or release site. Therefore, the project would have **no impact**.

- e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would design roadways and emergency access according to City standards and would not encroach on or obstruct any existing evacuation routes. All new development in the city is required to comply with existing fire codes and ordinances regarding emergency access, such as widths, surfaces, vertical clearance, brush clearance, and allowable grades. The City would implement emergency response measures to address emergency management, including notifications, evacuations, and other necessary measures in the event of an emergency.

No public roads would be closed during project construction, and no detours would be required in the event of an emergency. The proposed project would not impede or conflict with any adopted emergency response or evacuation plans. There would be **no impact**.

- f) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

The site is not located in an area identified as having a high potential for wildland fire. The project would have **no impact** on wildland fires.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Source: 27	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? Source: 11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows? Source: 11	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of a failure of a levee or dam? Sources: 15, 25	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

Hollister is located in the Pajaro River watershed. The watershed covers approximately 1,300 square miles and spans four counties: San Benito, Santa Clara, Santa Cruz, and Monterey. The watershed is bounded by the Santa Cruz Mountains to the north and the Gabilan Range to the south. Its main tributaries are Corralitos, Uvas, Llagas, San Benito, Pacheco, and Santa Ana creeks. These tributaries and many others converge and provide water to the Pajaro River, which drains into Monterey Bay.

There are two significant surface water features within the City of Hollister planning area—the San Benito River and Santa Ana Creek. The San Benito River flows from southeast to northwest in the southern portion of the Hollister planning area. Much of the planning area drains northerly to Santa Ana Creek, which flows into San Felipe Lake, located approximately 7 miles north of Hollister Municipal Airport.

Urban runoff and other non-point source discharges are regulated by the 1972 federal Clean Water Act, through the National Pollutant Discharge Elimination System (NPDES) permit program established by the US Environmental Protection Agency (EPA). The NPDES stormwater permit program is organized in two different phases, depending on where the stormwater discharges originate.

Phase I regulations, effective since 1990, require NPDES permits for stormwater discharges for certain specific industrial facilities and construction activities, and for “medium” and “large” municipal separate storm sewer systems (MS4s) generally serving populations greater than 100,000.

In December 1999, the EPA promulgated more regulations, known as the Storm Water Phase II Final Rule for all Small MS4s, for urbanized areas and municipalities with a population base greater than 10,000 with a population density greater than 1,000 persons per square mile and including construction sites of 1 to 5 acres. In California, the NPDES General Permit for small MS4s is overseen by the Regional Water Quality Control Boards (RWQCB) and requires the development of a management plan that discusses existing and proposed programs which will protect water quality by reducing or eliminating pollutant runoff from entering local water bodies.

The City of Hollister has developed a Storm Water Management Plan (SWMP) in order to fulfill the requirements of the Phase II NPDES General Permit for Discharges of Storm Water from Small Municipal Separate Storm Sewer Systems.

The City of Hollister would provide water, wastewater, and storm drainage services to the project. Because this project would create over 1 acre of new impervious surface area, the Hollister SWMP requires that the project be consistent with the State Water Resources Control Board Construction General Permit (CGP), the purpose of which is to reduce water quality impacts associated with construction activities.

a) Violate any water quality standards or waste discharge requirements?

The project would connect to the City’s existing storm drainage and sewer facilities. The City of Hollister Domestic Water Reclamation Facility would treat wastewater from the project site. Additionally, the project would include a stormwater infiltration system, which would be designed in accordance with the California Stormwater Best Management Practices Handbook and the City’s NPDES permit. Because no on-site septic systems would be required to treat

wastewater, no other sources of wastewater discharge are proposed that would go through the City's Domestic Water Reclamation Facility, and all stormwater would be directed into a project stormwater infiltration system, the project would have a **less than significant impact** associated with wastewater or stormwater discharge.

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)?

The City of Hollister would provide water for the project. The City, as well as the Sunnyslope County Water District, uses groundwater to augment public water supply in the Hollister urban area.

The San Benito County Water District (SBCWD) manages the groundwater in the area. The SBCWD's (2013) Annual Groundwater Report describes groundwater conditions in the San Benito County portion of the Gilroy-Hollister groundwater basin. It documents water supply sources and use, groundwater levels and storage, and SBCWD management activities for water year 2013. According to the SBCWD's 2013 annual report, groundwater levels were 10 to 20 feet lower than in October 2012. In 2012, the basin had relatively high water levels and steady groundwater storage, indicating that the basin underlying Zone 6 was near its capacity. These conditions enabled the basin to have sufficient storage to weather dry times or limited Central Valley Project (CVP) allocation, which occurred in 2013. The Annual Report notes that sufficient storage remains in the basin to accommodate additional dry years with limited imported water availability. However, judicious use of groundwater is paramount to ensure that recovery occurs quickly in wet years (SBCWD 2013).

The total change for Zone 6 excluding the San Juan subbasin was a decrease of 9,718 acre-feet, which is a significant reduction for the zone.⁴ The total change for the basin was a decrease of 10,391 acre-feet, with most of the decrease occurring in the San Juan subbasin. While in previous years, the Bolsa and Bolsa SE subbasins drove the changes in groundwater storage, in 2013 increased pumping in the San Juan region was the main driver of storage change in the basin (SBCWD 2013).

According to the SBCWD's 2013 Annual Groundwater Report, in 2013, groundwater pumping exceeded 2012 levels. However, groundwater levels did not indicate overdraft conditions in 2013 (SBCWD 2013). Given the CVP allocation outlook and decreased water use trends, groundwater pumping is expected to remain at similar levels in 2014 and beyond. Current groundwater storage is sufficient to accommodate dry years with negative water budgets, and the capacity for groundwater recovery in subsequent wet years is sufficient to balance moderate increases in groundwater pumping without causing long-term overdraft (SBCWD 2013).

⁴ One acre-foot of water is equal to the volume of a sheet of water 1 acre in area and 1 foot in depth; about 43,560 cubic feet.

While the proposed project would create impervious surface areas such as streets and buildings, rainwater and excess irrigation water would be directed into the stormwater infiltration water quality system, which would percolate through the soils and provide some groundwater recharge. Considering this factor, along with the SBCWD determination that the groundwater basin has sufficient levels of storage, the project would not result in the substantial depletion of groundwater supply or interfere with groundwater recharge. As such, this would be a **less than significant impact**.

- 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?*
- 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?*
- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- f) Otherwise substantially degrade water quality?*

Historically the project site was used for the production of crops and is highly disturbed. The site currently contains two houses and undeveloped property. The project would not substantially alter the existing quality of any creek because there are none close to the site. All project stormwater flows would drain into the stormwater infiltration system, which would be sized to accommodate projected stormwater flow.

Construction Impacts

Construction impacts could result from dirt leaving the site and entering the storm drain system from construction equipment and haul trucks, by runoff from exposed earth and stockpile areas during rainy periods, and from wind-blown dirt and dust from stockpiles. Construction runoff can also result from cleaning solvents and leaking fluids from construction equipment.

Section 17.16.140(C)(3) of the City of Hollister Municipal Code requires the project applicant to prepare a stormwater pollution prevention plan (SWPPP) for approval by the City. The SWPPP is required to list best management practices (BMPs), which specify how the applicant would protect water quality during the course of construction. BMPs typically include, but are not limited to, scheduling earthwork to occur during the dry season to prevent runoff erosion, protecting drainages and storm drain inlets from sedimentation with berms or filtration barriers, and installing gravel entrances to reduce tracking of sediment onto adjoining streets. Implementation of the project's SWPPP would reduce impacts to **less than significant**. No additional mitigation measures would be required.

Operation Impacts

On-site sources of polluted runoff associated with residential uses typically include surface parking areas and driveways, garbage areas, and planting areas where pesticides and fertilizers are used. Pollutants from these areas can wash into the storm drain system during storm events, thereby affecting surface water quality.

Hollister Municipal Code Section 17.16.140(A) requires all development projects in the city to be designed to detain stormwater runoff on-site to prevent contaminated stormwater from entering

the City's storm drain system. Project applicants are required to submit a stormwater drainage plan that incorporates measures designed to retain stormwater on-site consistent with the most current requirements. In accordance with the Municipal Code, specific measures to be incorporated into the plan may include, but are not limited to:

- 1) Drainage from roof gutters from residential, commercial, industrial, public, and other buildings including accessory structures shall be directed to rain gardens, landscape areas, vegetative swales, or retention or detention ponds approved by the City Engineering Department.
- 2) The use of multi-use stormwater management facilities, including recreation areas, and permeable paving in interior pedestrian areas, patios, or plazas is encouraged.

Implementation of the project's on-site stormwater drainage plan would reduce impacts to **less than significant**. No additional mitigation measures would be required.

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?

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Federal Emergency Management Agency (FEMA) (2014) Flood Map FIRM Panel 06069C0185D shows Hollister, including the project site. According to this map, the project site is located in Zone X unshaded. Most of the site is in Zone X, which FEMA describes as an "area of minimal flood hazard, usually depicted on FIRMs as above the 500-year flood level." City of Hollister Municipal Code Chapter 15.20, Flood Damage Prevention, identifies standards to minimize public and private losses due to flooding. Section 15.20.130 specifies standards of construction for buildings in flood zones. Section 15.20.130(C)(1) requires that all new development have the lowest floor, including the basement, elevated to or above the base flood elevation. Because the project site is located in Zone X unshaded, the potential to be impacted by flooding is minimal. Therefore, the project would have a **less than significant impact** regarding flood flows.

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?

The project site is not located in an area protected by levees. According to the City's General Plan EIR, portions of the city are subject to flooding; however, flooding as a result of dam failure is unclear. The San Benito County General Plan Background Report identifies the dams with the ability to affect San Benito County areas if these dams were to fail. According to this document, the dams and reservoirs affecting San Benito County include several that are isolated in remote valleys and two (San Justo and Leroy Anderson Dams) that are larger and close to populated areas (San Benito County 2010). Because the smaller dams located in San Benito County are located in remote valleys, impacts on Hollister as a result of dam failure are nonexistent. The project site is not located in the inundation areas of the two larger dams. In the event of a complete failure, water from the reservoir behind San Justo Dam could inundate the San Juan Valley and flow across the lower San Benito River floodplain to the Pajaro River (San Benito County 2010). This would not impact the project site. According to the Anderson Dam Emergency Action Plan, the city is not located in the inundation area of the Anderson Dam (Santa Clara Valley Water District 2009). Additionally, all dams are required to undergo periodic inspection and be evaluated in terms of their structural integrity, and the San Benito County Emergency Services Department includes potential dam inundation areas in its emergency

response planning. There are no significant upstream facilities that could cause a significant risk to the project. Therefore, there would be a **less than significant impact** in this area.

j) Inundation by seiche, tsunami, or mudflow?

Seiches and tsunamis are the result of waves of bodies of water created by earthquakes. It is unlikely that seiches would cause an impact on the proposed project since there are no large water bodies in the project vicinity. Since the site is relatively flat, no mudflow impacts on the proposed project would occur. Therefore, inundation caused by seiche, tsunami, or mudflow would have **no impact** on the project site.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community? Sources: 14, 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? Sources: 14, 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

a) Physically divide an established community?

The project site is located in an area of residential uses. The project itself would construct residential units that would not divide an established community. Rather, the project would be consistent with surrounding uses in the area and fill in the patchwork of residential uses in the city. The project would have **no impact**.

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?

The project proposes 91 single-family units. The lot sizes would range from about 3,000 to 4,800 square feet, which is consistent with the minimum lot size of 2,500 square feet in the City’s Medium Density Residential (R3) development standards. The proposed project’s net density would be 9.6 dwelling units per acre. The project would be consistent with the R3 development standards and therefore would have **no impact**.

In addition, the County of San Benito Local Area Formation Commission (LAFCO) is responsible for coordinating logical and timely changes in local governmental boundaries (reorganizations), including annexations, incorporations of new cities, and boundary changes in special districts like school and utility districts. The project site is within the City’s Sphere of Influence (SOI) and is adjacent to the incorporated city limits of Hollister. LAFCO’s mission includes discouraging urban sprawl, avoiding premature conversion of agricultural land, and encouraging the orderly formation and development of local agencies. Based on this, the proposed project would be consistent with LAFCO’s missions and therefore would have **no impact**.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No local ordinances, habitat conservation plans (HCP), or natural community conservation plans (NCCP) are in effect for this project. While a draft HCP had been under way in this region for some time, this effort is no longer moving forward and as such, the project would not conflict with an HCP/NCCP. Therefore, the proposed project would have **no impact**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES. Would the project:				
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? Sources: 14, 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? Sources: 14, 15	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

- 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?*
- 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?*

The California Department of Conservation has designated portions of the Hollister planning area as having construction aggregate deposits (sand, gravel, and crushed rock) of regional significance, pursuant to the Surface Mining and Reclamation Act (Public Resources Code Section 2710 et seq.). These resources remain available near the San Benito River and are needed to meet future demands in the region. San Benito County also identifies areas surrounding Hollister that are considered mineral resource areas. These areas are identified with a Mineral Resource (MR) zoning designation. Based on a review of the City of Hollister General Plan and the San Benito County zoning designations, the project site is not located in an area known to contain mineral resources. Therefore, **no impact** on the loss of availability of a known mineral resource or a locally important resource recovery site would occur.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. NOISE. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, exposure of people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

This section evaluates the potential for impacts associated with exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, and a substantial temporary and/or permanent increase in ambient noise levels in the project vicinity. Data was obtained from the transportation impact analysis prepared by Hexagon Transportation Consultants (**Appendix H**) and information obtained by measuring and modeling existing and future noise levels at the project site and in the surrounding area (see **Appendix G**). Project impacts were evaluated relative to the City of Hollister’s applicable noise level criteria.

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations which make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Because the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The

A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound because of its potential to disrupt sleep, to interfere with speech communication, and to damage hearing. A typical noise environment consists of a base of steady "background" noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Addition of Decibels

Because decibels are logarithmic units, sound levels cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as roadway noise, depending on ground surface characteristics. No excess attenuation is assumed for hard surfaces like a parking lot or body of water. Soft surfaces, such soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined below.

- L_{eq} , the equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- L_{dn} , the Day-Night Average Level, is a 24-hour average L_{eq} with a 10 dBA “weighting” added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn} .
- CNEL, the Community Noise Equivalent Level, is a 24-hour average L_{eq} with a 5 dBA “weighting” during the hours of 7:00 PM to 10:00 PM and a 10 dBA “weighting” added to noise during the hours of 10:00 PM to 7:00 AM to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
- L_{min} is the minimum instantaneous noise level experienced during a given period of time.
- L_{max} is the maximum instantaneous noise level experienced during a given period of time.
- Percentile Noise Level (L_n) is the noise level exceeded for a given percentage of the measurement time. For example, L_{10} is the noise level exceeded for 10 percent of the measurement duration, and L_{50} is the noise level exceeded for 50 percent of the measurement duration.

Existing noise-sensitive land uses in the project area consist of residential land uses and a school located on the eastern boundary of the project site. The nearest residential land uses are located adjacent to the project’s western boundary and to the south across Central Avenue. Residential land uses are also located north of the project site, across Buena Vista Road. Calaveras Elementary School is located adjacent to the eastern property line.

The City of Hollister General Plan identifies an exterior noise standard of 60 dBA L_{dn} for residential land uses. Noise mitigation measures are required for projects that would result in a substantial increase (i.e., 3 dBA, or greater) in ambient noise levels that would exceed the City’s exterior noise level of 60 dBA L_{dn} for residential land uses. The City also limits typical construction activities to between the hours of 7:00 AM and 6:00 PM Monday through Friday and 8:00 AM and 6:00 PM on Saturday. Construction is not allowed on Sundays. Project construction would be required to comply with these hours.

The City’s Noise Ordinance (Title 8, Health and Safety, Chapter 8.28) identifies prohibitions and noise standards intended to protect citizens from unnecessary and unusually loud noises that could adversely affect the peace, health, and safety of community residents. For noise sources affecting residential districts, noise levels may not exceed 55 dBA L_{eq} during daylight hours and 50 dBA L_{eq} after sunset. Noise generated for the protection or salvage of agricultural crops is exempt from these limits.

a) Exposure of persons to or generation of noise levels in excess of standards established in the general plan or noise ordinance, or applicable standards of other agencies?

Construction Impacts

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, and paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Although noise ranges are generally similar for all construction phases, the initial site preparation phase tends to involve the most heavy-duty equipment having a higher noise-generation potential.

The US Environmental Protection Agency (EPA) has compiled data regarding the noise-generating characteristics of typical construction activities. These data are presented in **Table 12-1**. Noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and would reduce by another 6 dBA (to 74 dBA) at 200 feet from the source to the receptor. Typical operating cycles may involve 2 minutes of full power, followed by 3 or 4 minutes at lower settings. Average-hourly noise levels associated with construction projects can vary, reaching levels of up to approximately 83 dBA L_{eq} at 50 feet, depending on the activities performed. Short-term increases in vehicle traffic, including worker commute trips and haul truck trips, may also result in temporary increases in ambient noise levels at nearby receptors.

**TABLE 12-1
NOISE RANGES OF TYPICAL CONSTRUCTION EQUIPMENT**

Construction Equipment	Noise Levels in dBA L_{eq} at 50 Feet¹
Front Loader	73–86
Trucks	82–95
Cranes (moveable)	75–88
Cranes (derrick)	86–89
Vibrator	68–82
Saws	72–82
Pneumatic Impact Equipment	83–88
Jackhammers	81–98
Pumps	68–72
Generators	71–83
Compressors	75–87
Concrete Mixers	75–88
Concrete Pumps	81–85
Backhoe	73–95
Tractor	77–98
Scraper/Grader	80–93
Paver	85–88

Source: Appendix G

Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of noise emissions as that shown in this table.

As noted earlier, existing noise-sensitive land uses in the project area consist predominantly of residential dwellings, which are located adjacent to the project site's western and southern boundaries. Residential land uses are also located north of the project site, across Buena Vista Road. In addition, Calaveras Elementary School is located adjacent to the project site's eastern property line. These noise-sensitive uses would be within 50 feet of the project's construction activities.

Based on the noise levels discussed above, the highest predicted exterior construction noise levels at Calaveras Elementary School would be approximately 83 dBA L_{eq} . Assuming an average exterior-to-interior noise reduction of 25 dBA, predicted interior noise levels would be approximately 58 dBA L_{eq} , or less, at Calaveras Elementary School. Predicted interior construction noise levels at the school would therefore exceed the commonly applied interior noise threshold of 45 dBA L_{eq} .

The highest predicted exterior construction noise levels at adjacent residential land uses could also reach levels of approximately 83 dBA L_{eq} when activities occur within approximately 50 feet of the property line for an extended duration. For this reason, noise-generating construction activities would have a **significant** short-term noise impact and the following mitigation measures would be required.

Mitigation Measure

MM 12-1 The project applicant shall require by contract specifications that the following construction best management practices (BMPs) be implemented by contractors to reduce construction noise levels:

1. Notification shall be mailed to owners and occupants of all developed land uses immediately bordering or directly across the street from the project site providing a schedule for major construction activities that will occur throughout construction. In addition, the notification will include the identification of and contact number for a city staff member and designated construction manager who would be available on-site to monitor construction activities. The construction manager will be located at the on-site construction office during construction hours for the construction duration. Contact information for the city staff member and construction manager will be located at the construction office, City Hall, and the Police Department.
2. If excessive noise complaints are received, the project applicant and/or its contractor shall implement one or more of the following best available technology to reduce noise levels from construction activities, as feasible and necessary to reduce noise levels:
 - a. Erect temporary plywood noise barriers around the construction site, particularly along sites adjacent to the school and residential buildings.
 - b. Use noise control blankets on the building structure as a building is erected to reduce noise emission from the site.
 - c. Monitor the effectiveness of noise attenuation measures by taking noise measurements.

3. The project applicant and/or its contractor shall maintain construction equipment and shall equip the equipment with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
4. The project applicant and/or its contractor shall locate on-site equipment staging areas at the farthest practical distance from nearby noise-sensitive land uses.
5. The project applicant shall notify the Hollister School District and the Calaveras Elementary School administrator and shall limit the noisiest construction activities outside of mandatory state and federal testing times. Construction activities would be prohibited during testing for National Standardized testing days of students at Calaveras Elementary School.

The implementation of noise attenuation measures may include the use of temporary noise barriers (e.g., sound walls) or noise blankets. As a general rule, a sound wall is able to reduce noise by 5 dBA. In addition, construction staging areas and earthmoving equipment would be located as far away from noise- and vibration-sensitive land uses as possible and would reduce construction-related noise levels. Although construction of the proposed project would generate noise levels higher than the 60 dBA exterior limit for residential and school uses specified in the Municipal Code, construction-related noise is intermittent in nature and would not generate continuous noise levels above the Municipal Code standards. Project construction would only occur between the hours of 7:00 AM and 6:00 PM Monday through Friday and 8:00 AM and 6:00 PM on Saturday, and would not occur on Sundays. Implementation of mitigation measure **MM 12-1** would reduce construction noise to the extent feasible. Therefore, impacts would be **less than significant**.

Operation Impacts

The project would construct no major stationary sources of noise (such as industrial generators). Therefore, long-term increases in noise levels would be primarily associated with increased vehicle traffic along area roadways.

For transportation noise sources, the City's General Plan identifies an exterior noise standard of 60 dBA L_{dn} for residential land uses. Noise mitigation measures are required for projects that would result in a substantial increase (i.e., 3 dBA, or greater) in ambient noise levels exceeding the City's exterior noise level of 60 dBA L_{dn} at existing residential land uses.

Traffic noise levels for roadways primarily affected by the proposed project were calculated using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA-RD-77-108). Traffic noise modeling was conducted for both existing and background conditions, with and without the project, based on traffic volumes obtained from the project's traffic analysis (see **Appendix H**). Background conditions include existing traffic plus traffic generated by approved developments in the project vicinity. Predicted traffic noise levels are summarized in **Table 12-2**.

In comparison to existing and future background conditions, the proposed project would result in increased traffic noise levels of approximately 0.6 dB, or less, along Central Avenue and Buena Vista Road. The proposed project would not result in a substantial increase in traffic noise levels (i.e., 3 dB or greater) along area roadways. As a result, this impact would be **less than significant**.

**TABLE 12-2
PREDICTED INCREASES IN TRAFFIC NOISE LEVELS**

Roadway Segment	L _{dn} /CNEL (dBA) at 50 Feet from Near-Travel-Lane Centerline			
	Without Project	With Project	Increase ¹	Substantial Increase?
Existing Conditions				
Buena Vista Road – SR 156 to Miller Road	56.1	56.6	0.5	No
Buena Vista Road – Miller Road to Westside Blvd	55.3	55.7	0.4	No
Miller Road - Buena Vista Road to Central Ave	53.0	53.2	0.2	No
Central Ave – Miller Road to Felice Dr	53.4	54.0	0.6	No
Central Ave – Miller Road west	54.5	55.1	0.6	No
Background Conditions ²				
Buena Vista Road – SR 156 to Miller Road	56.9	57.3	0.4	No
Buena Vista Road – Miller Road to Westside Blvd	56.2	56.5	0.3	No
Miller Road – Buena Vista Road to Central Ave	53.0	53.1	0.1	No
Central Ave – Miller Road to Felice Dr	53.4	53.4	0.0	No
Central Ave – Miller Road west	54.5	54.5	0.0	No

Traffic noise calculation sheets are available in **Appendix H**.

Traffic noise levels were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108) using California Vehicle Noise Reference Energy Mean Emission Levels and traffic volumes derived from the traffic analysis prepared for this project.

1. In accordance with the City's General Plan, increases of greater than 3 dBA would be considered substantial. Substantial increases in ambient noise levels that also exceed the City's exterior noise standard of 60 dBA L_{dn} would be considered to have a potentially significant impact. Predicted substantial increases in traffic noise levels are depicted in bold font.
2. Background Conditions: Includes existing traffic plus traffic generated by approved developments in the project vicinity.

Land Use Compatibility

Proposed Single-Family Residential

There are two sources of environmental noise that would potentially impact the proposed single-family residential uses: roadway noise and operation of the existing walnut orchard to the north of the project site. To quantify noise levels in the project vicinity, PMC monitored existing daytime noise levels at each site, which are depicted on **Figure 6**. The measurements were taken with a Larson-Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. The average noise levels and sources of noise measured at each location are identified in **Table 12-3**. The noise levels ranged from 52.4 to 60.2 dBA L_{eq}, which are below the City's standard for residential exterior noise levels and are consistent with a quiet suburban area's daytime noise levels. The primary source of noise in the project vicinity was vehicle noise, with ongoing agricultural activities also influencing the ambient noise environment.

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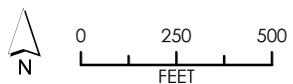
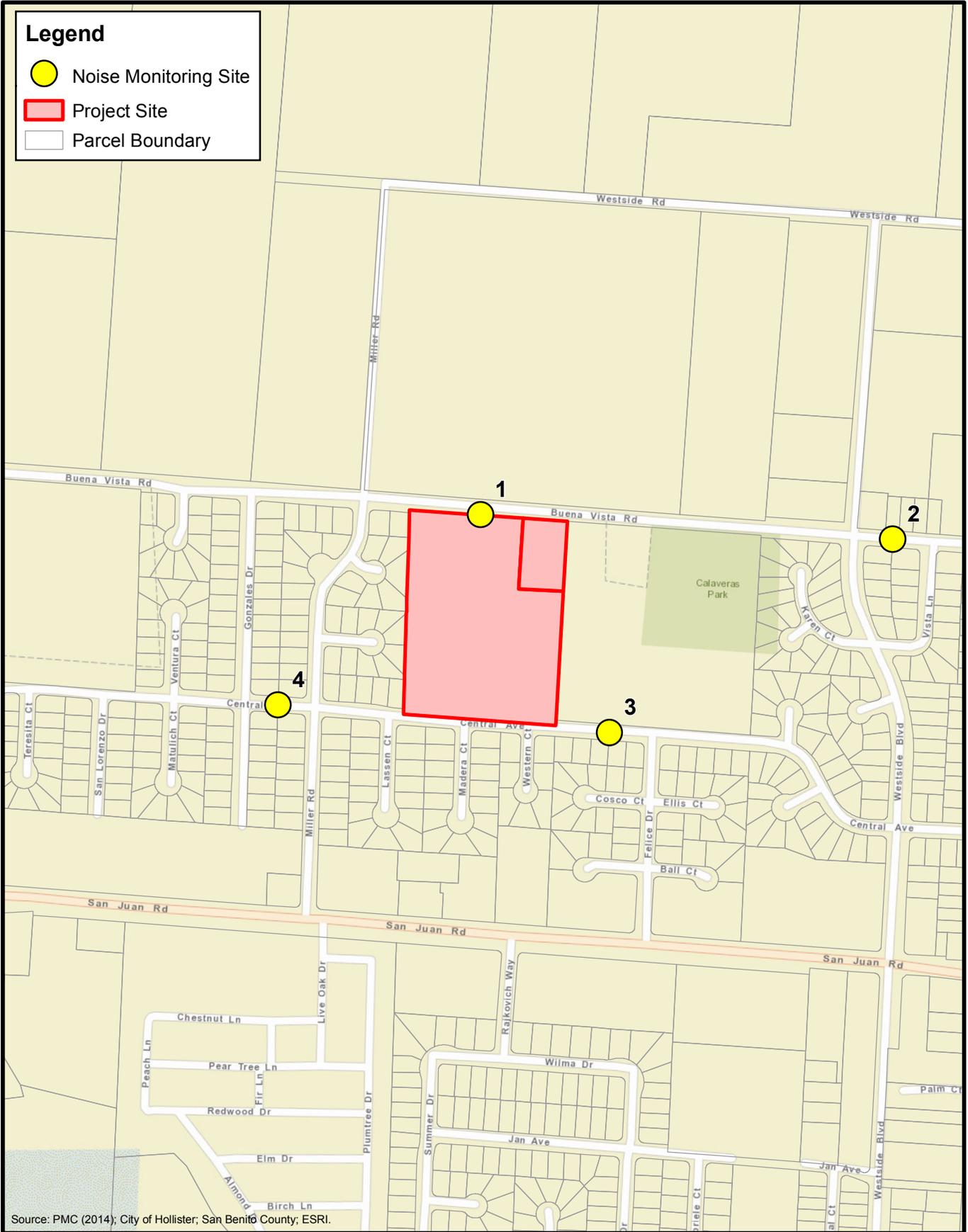


Figure 6
Noise Measurement Locations

**TABLE 12-3
EXISTING NOISE LEVELS IN THE PROJECT VICINITY**

	Location	Run Time	Primary Noise Sources	Noise Level Statistics		
				Leq (dBA)	Lmax (dBA)	Lmin (dBA)
1	Buena Vista Road at Project Site	October 31, 2014 11:06 AM	Traffic on Buena Vista Road, agricultural operation	60.2	76.7	35.2
2	Buena Vista Road between Westside Blvd and Vista Lane	October 31, 2014 11:24 AM	Traffic on Buena Vista Road	57.1	72.5	36.1
3	Central Avenue, play yard of Calaveras Elementary School	October 31, 2014 11:06 AM	Traffic on Central Avenue, schoolyard noise	52.4	68.0	36.6
4	Central Avenue, between Miller Road and Gonzales Drive	October 31, 2014 12:01 AM	Traffic on Central Avenue	59.5	80.5	36.5

PMC quantified predicted traffic noise levels future cumulative conditions using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108) based on traffic data obtained from the project’s traffic analysis (see **Appendix H**). PMC also quantified predicted traffic noise levels at the property line of the closest proposed residential lots and compared them to the City’s exterior noise standard of 60 dBA L_{dn} for determination of land use compatibility. Based on the modeling, the predicted noise levels along Buena Vista Road for the future cumulative condition would be 59.5 dBA L_{dn}, while noise levels along Central Avenue were predicted to be 55.1 dBA L_{dn}. Predicted future cumulative noise levels are depicted in **Table 12-4**. Predicted future cumulative traffic noise levels at proposed residential lots would be approximately 59 dBA L_{dn}, or less, and would not exceed the City’s exterior noise standard. This impact would be **less than significant**.

**TABLE 12-4
PREDICTED TRAFFIC NOISE LEVELS**

Roadway Segment	L _{dn} /CNEL (dBA) at 50 Feet from Near-Travel-Lane Centerline		
	Future Noise Level	Residential Standard	Exceed Standard
Cumulative Conditions			
Buena Vista Road – SR 156 to Miller Road	59.5	60	No
Buena Vista Road – Miller Road to Westside Blvd	57.6	60	No
Miller Road – Buena Vista Road to Central Ave	53.0	60	No
Central Ave – Miller Road to Felice Dr	53.8	60	No
Central Ave – Miller Road west	55.1	60	No

Traffic noise calculation sheets are available in **Appendix H**.

Traffic noise levels were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108) using California Vehicle Noise Reference Energy Mean Emission Levels and traffic volumes derived from the traffic analysis prepared for this project.

Operation of the agricultural orchard to the north across from Buena Vista Road would potentially be a source of noise to impact the proposed single-family residential uses. Noise sources associated with the orchard operation include tractors, orchard sprayers and chain saws. The noise levels from this equipment are comparable to the noise levels listed in **Table 12-1**, such that noise levels from tractors would range between 77 – 98 dBA at a distance of 50 feet. The proposed single-family residential uses would be located approximately 75 feet from the orchard operations, as such; noise levels from the loudest agricultural equipment would be anticipated to be approximately 83 dBA at the proposed project site. However, as shown in **Table 12-3**, the measured noise levels along Buena Vista Road were 60.2 dBA Leq, with a maximum measured noise level of 76.7 dBA Lmax, which included noise from the orchard operations.

Noise generated from the orchard would not result in continuous noise, and would only occur on an intermittent basis during times of peak activity, such as walnuts harvest, and during tree maintenance activities. As such, the ongoing orchard operation would not result in the proposed single-family residential occupants being exposed to noise levels above the City's exterior noise level of 60 dBA Ldn. Further, it is assumed that the new residential uses would be constructed such that the interior to exterior noise reduction would be a minimum of 25 dBA, which would reduce the exposure of residents during daytime hours. However, noise levels from the ongoing orchard operations would exceed the City's Noise Ordinance 55 dBA limit and this would be a significant impact. In order to reduce this impact, the following mitigation measure will be implemented.

Mitigation Measure

MM 12-2 Prior to issuance of building permits for Lots 1-22, the following measures will be incorporated into final construction plans for these lots as necessary to ensure interior noise will be at or below 45 dBA CNEL:

- Install dual-paned windows. For some units, it may be necessary for the windows to remain closed during peak harvest times to ensure that interior noise levels meet the interior standard of 45 dBA CNEL. Consequently, a ventilation or air conditioning system would be required for these units to provide a habitable interior environment with the windows closed.

Implementation of mitigation measures MM 4.12-2 would reduce noise level impacts to on-site residential from the existing agricultural uses to levels consistent with those established in the City's Noise Ordinance and General Plan. Implementation of the identified mitigation measures would ensure that the residential occupants of the proposed project would not be exposed to excessive noise levels. Therefore, this impact would be considered **less than significant**.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

There are no federal, state, or local regulatory standards for ground-borne vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, the California Department of Transportation (Caltrans) has developed vibration criteria based on human perception and structural damage risks. For most structures, Caltrans considers a peak particle velocity (ppv) threshold of 0.2 inches per second (in/sec) to be the level at which architectural damage (i.e., minor cracking of plaster walls and ceilings) to normal structures may occur. Below 0.10 in/sec ppv there is virtually no risk of 'architectural' damage to

normal buildings. Levels above 0.4 in/sec ppv may possibly cause structural damage (Caltrans 2002).

In terms of human annoyance, continuous vibrations in excess of 0.1 inches per second ppv are identified by Caltrans as the minimum level perceptible level for ground vibration. Short periods of ground vibration in excess of 0.2 inches per second can be expected to result in increased levels of annoyance to people within buildings (Caltrans 2002).

Increases in groundborne vibration levels from the proposed project would be primarily associated with short-term construction-related activities. Project construction would require the use of off-road equipment, such as tractors, concrete mixers, and haul trucks. The project is not expected to use major groundborne vibration-generating construction equipment, such as pile drivers.

Construction equipment groundborne vibration levels are summarized in **Table 12-6**. Based on the vibration levels, ground vibration generated by construction equipment would not be anticipated to exceed approximately 0.08 inches per second peak particle velocity (ppv) at 25 feet. Predicted vibration levels at the nearest on- and off-site structures would not exceed the minimum recommended criteria for structural damage and human annoyance (0.2 and 0.1 inches per second ppv, respectively). As a result, this impact would be **less than significant**.

**TABLE 12-6
REPRESENTATIVE VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT**

Equipment	Peak Particle Velocity at 25 Feet (in/sec)
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozers/Tractors	0.003

Source: Appendix G

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in Issue a), the proposed project would not result in a substantial permanent increase in ambient noise levels that would exceed applicable noise standards. As a result, this impact would be **less than significant**. Refer to Issue a) for additional discussion of the project's short- and long-term noise impacts.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As discussed in Issue a), the nearest noise-sensitive land uses in the project area are residential dwellings. For residential land uses, activities occurring during the more noise-sensitive nighttime hours would be of particular concern given the potential for increased levels of sleep disruption to occupants of nearby residential dwellings. The proposed project, however, does not identify hourly restrictions for construction activities. As a result, noise-generating construction activities would have a significant short-term noise impact to occupants of nearby residential land uses. With implementation of mitigation measure **MM 12-1**, this impact would be **less than significant**. Refer to Issue a) for additional discussion of the project's short- and long-term noise impacts.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, exposure of people residing or working in the project area to excessive noise levels?

f) For a project within the vicinity of a private airstrip, exposure of people residing or working in the project area to excessive noise levels?

No private or public airports are located within 2 miles of the project site. The nearest airport is Hollister Municipal Airport, which is located approximately 2.2 miles north of the project site. The project site is not located within the projected noise contour zones of this nearest airport. The project would have **no impact** for this topic.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? Sources: 10, 14, 17	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

According to the California Department of Finance (2014), the 2013 population of Hollister was 35,738. The city has 10,613 housing units and 3.57 persons per household. The proposed project would be located in an area designated for Medium Density Residential uses in the City of Hollister General Plan.

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)?

The proposed project would increase population in the city. While some of the new residents could come from the existing population of Hollister, the actual number of these persons cannot be determined. As such, it is assumed for this analysis that all future residents of the proposed project are new to Hollister. Based on the number of maximum dwelling units (91) and the city’s 2013 persons per household (3.57), the project would increase the city’s housing capacity by 325.⁵ The Hollister General Plan provides an average annual rate of growth of 6 percent and predicted a population of 46,427 in 2009. Even four years later, the 2013 population of 35,738 was substantially short of the projected population. The addition of 325 people would not increase the city’s population beyond the population anticipated in the General Plan for the year 2009. Additionally, this site was designated by the City in 2009 as a future growth area. As a result, the project would have a **less than significant impact** on population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

⁵ Calculation: 91 dwelling units x 3.57 persons per household = 324.9 persons

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The two single-family houses currently on the project site would be removed as part of the project. However, removal of two houses from the existing housing stock would not be significant. Therefore, the project would have a **less than significant impact** on existing housing or the displacement of people.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. PUBLIC SERVICES. 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 following public services:				
a) Fire protection? Source: 13	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools? Sources: 19, 26	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks? Sources: 14, 18	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

DISCUSSION OF IMPACTS

In this subsection, the proposed project is evaluated for its impact on existing school, police, fire, governmental, and emergency services in Hollister. Fire and police protection to the project site is provided by the Hollister Fire Department and the Hollister Police Department, respectively. The project site is located in the service areas of the Hollister School District and the San Benito High School District. Parks and recreation facilities in the city are the responsibility of the Hollister Recreation Division.

a) Fire protection?

Fire protection is provided by the Hollister Fire Department (HFD) within the city limits. The San Benito County Fire Department (which is operated under contract with the California Department of Forestry and Fire Protection) serves the unincorporated areas of the county that are not designated as wildlands, and the California Department of Forestry and Fire Protection (Cal Fire) serves the unincorporated wildland areas. The San Benito County Fire Department provides initial response in certain areas of the city under an automatic aid agreement between the City of Hollister and the County of San Benito; in turn, the City provides initial response in areas protected by the County on the western boundaries of the city (Hollister 2009).

The Hollister Fire Department has two fire stations. Station 1, located at 110 Fifth Street, has one engine company and one truck company. The station is staffed with two fire captains, two fire apparatus engineers, and one firefighter. The fire chief and an administrative fire captain are on duty Monday through Friday. The department also is supported by volunteer firefighters. Station 2, located at 1000 Union Road, has one engine company and is staffed with one fire captain, one fire apparatus engineer, and one firefighter. The Hollister Fire Department provides first responder emergency medical services and responds to all automatic aid areas as the first responder for emergency medical services incidents.

The San Benito County Fire Station (operated under contract with Cal Fire) is located at 1979 Fairview Road and is staffed by three full-time personnel, supplemented by volunteer firefighters. The Hollister Fire Department has a mutual aid agreement with the County of San Benito for fire protection in unincorporated areas just beyond the Hollister city limits.

INITIAL STUDY

The accepted standard in determining whether a project may result in the need for new fire facilities is service response times. HFD Station 1 is located less than half a mile from the project site. The HFD's response time goal is 3 minutes. The project site can be served within the 3-minute goal from Station 1.

The proposed project may pose additional financial cost to the fire department; however, this is not an environmental issue but rather a fiscal one for the City. The City collects fire impact fees to offset the financial burden new development can potentially cause to the fire department.

Because the project site is located within the HFD response time standard, no new fire facilities would be required to serve the project. Therefore, the project would have a **less than significant impact** on fire facilities.

b) Police protection?

The Hollister Police Department (HPD) is located at 395 Apollo Way, which is about 4 miles from the project site. The accepted standard in determining whether a project may result in the need for new police facilities is the officer-to-resident ratio. The HPD service ratio is one officer per 1,000 residents. The project would increase the city's population by an estimated 325. Based on current police standards, this increase would not require any new or expanded police facilities.

The proposed project may pose additional financial cost to the department; however, this is not an environmental issue but rather a fiscal issue for the City. The City collects a police development impact fee to offset the financial burden new development would cause to the HPD.

Because the project would not require any new or expanded police facilities, it would have a **less than significant impact** on police facilities.

c) Schools?

The project site is served by the Hollister School District and the San Benito High School District. The Hollister School District serves a student population of about 5,600 students with five elementary schools (K-6), a K-8 school, two middle schools (7-8), a Dual Language Immersion Academy (K-6, Spanish/English), and an Accelerated Achievement Academy (4-8). The district employs more than 560 staff members, including certificated and classified employees, substitute teachers, and others.

San Benito High School District has one school, San Benito High School, serving a student population of 2,864 in the 2011/12 school year (SBHSD 2013). In 2011, the school had 111 teachers.

Hollister 2009 Housing Element includes statistical data that can be used to determine the project's potential student population. According to Table 8 in the Housing Element, the age range 6-13 represented approximately 14.0 percent of the city population, while age range 14-17 represented 6.8 percent of the population in 2008. Based on an anticipated project resident population of 325, the project could increase school enrollments by 46 elementary/middle school students and by 22 high school students.

Two schools are located within proximity of the project site: Calaveras Elementary School and R.O. Hardin Elementary School.

While the proposed project would increase the student population in the city, the State adopted California Government Code Section 65995(h) to mitigate any school facilities impacts. Section 65995(h) states that the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities.” For this reason, the project would have a **less than significant impact** on school facilities.

d) Parks?

Hollister has a wide variety of parks and recreation facilities located throughout the city. The existing recreational facilities in Hollister include 12 City-owned and operated parks, four special use facilities, and one County park. Parks located closest to the project site include Calaveras Park, John Z. Hernandez and Tony Aguirre Memorial Park. Each of these parks could be accessed by future project residents via existing and proposed sidewalks.

According to the City’s Park Facility Master Plan, there were 58 acres of City-owned parkland in the city and an additional 35.25 acres of County parkland (Hollister n.d.). The Park Facility Master Plan also identified that based on a ratio of 4 acres of parkland to 1,000 residents, the city needed an additional 110.47 acres of park facilities by 2010 based on projected population. Since the adoption of the Park Facility Master Plan, the City has developed two new parks.

Hollister General Plan Policy CSF.4.4 and Municipal Code Chapter 16.55 identify the park and recreation standards for the city. According to these standards, the City’s policy is to provide an average of 4 acres of developed parks and recreational facilities for every 1,000 residents in the Hollister planning area. Based on this ratio and the city’s 2013 population of 35,738, parkland acreage in the city should total 143 acres.

The proposed project includes about 0.3 acre of common open space. According to Hollister Municipal Code Section 16.55.040(2)(a), parkland dedication for single-family development is determined using a ratio of 0.01408 acres per unit. As such, the proposed project would require 1.28 acres of parkland/open space.⁶ The City of Hollister imposes park impact fees required of all new residential development in the city. Municipal Code Chapter 16.55 identifies that the City will allow the dedication of land, payment for the park impact fee in lieu of dedicating land, or a combination of both, at the City’s option, for park or recreation purposes as a condition of approval.

A new neighborhood park in the southeast corner, off of Central Avenue, which would serve both the new units and the existing homes in the area, could potentially be included in the proposed project.

The City collects a parks development impact fee to offset the financial burden new development would cause to the city’s parkland. Additionally, the proposed project has approximately 0.3 acre of common open space. This open space in combination with impact fees, as determined by the City, would reduce impacts on parkland facilities to **less than significant**.

⁶ Calculation: 91 units x 0.01408 acres per unit = 1.28 acres

e) Other public facilities?

The proposed project would not result in the need for other additional City or governmental facilities, the construction of which would result in environmental impacts. Therefore, **no impact** associated with the construction of public facilities would result from project implementation.

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

DISCUSSION OF IMPACTS

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that the substantial physical deterioration of the facility would occur or be accelerated?

As discussed in subsection 13, Population and Housing, the project would increase the city's population, which would result in a greater demand for park and recreation facilities. The increase in park and recreation users may increase the deterioration of existing facilities. The facilities are maintained by the City of Hollister, and the project would be required to pay all park impact fees, which are used to assist in the development and maintenance of parks and recreation facilities and will offset the increased use of the facilities. As such, the proposed project would have a **less than significant impact** on recreational facilities.

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?

The project includes a small neighborhood park (about 0.3 acre) to serve the new residents. The project would not require the expansion of existing facilities because the additional population (325) would represent less than 1 percent of the city's total population. The project would have a **less than significant impact** for this topic.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? Source: 34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? Sources: 35, 36	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

To determine the potential transportation and traffic impacts that may result with project implementation, a transportation impact analysis was completed for the project by Hexagon Transportation Consultants, Inc. (see **Appendix H**). This study analyzed the project’s impacts on the following 15 intersections in the city:

- 1) SR 156 and Buena Vista Road
- 2) Miller Road and Buena Vista Road
- 3) Westside Boulevard and Buena Vista Road
- 4) Line Street and Buena Vista Road

- 5) Locust Avenue and Buena Vista Road
- 6) San Benito Street and North Street/Santa Ana Road
- 7) Locust Avenue/College Street and Second Street
- 8) Felice Drive and Central Avenue
- 9) Westside Boulevard and Central Avenue
- 10) Line Street and Central Avenue
- 11) College Street and Central Avenue
- 12) Locust Avenue and Central Avenue
- 13) San Benito Street and Third Street
- 14) Westside Boulevard and San Juan Road/Fourth Street
- 15) Miller Road and Central Avenue

Only the first intersection (SR 156 and Buena Vista Road) in the list is under Caltrans' jurisdiction.

Additionally, the study analyzed the project's impacts on the following three road segments in the city:

- 1) Central Avenue, Graf Road to Miller Road
- 2) Central Avenue, Miller Road to Felice Drive
- 3) Central Avenue, Felice Drive to Westside Boulevard

The study used the following scenarios to determine the project's impacts on the intersections and roadway segments.

- Scenario 1: *Existing Conditions*. Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from previous traffic studies and recent traffic counts.
- Scenario 2: *Existing Plus Project Conditions*. Existing plus project conditions were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project were estimated by adding to existing traffic volumes the traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- Scenario 3: *Background Conditions*. Background conditions were represented by adding trips from approved development projects to existing peak-hour traffic volumes.
- Scenario 4: *Background Plus Project Conditions*. Background plus project conditions were represented by traffic volumes, with the project, on the existing roadway network. Traffic volumes with the project were estimated by adding the traffic generated by the project

to existing traffic volumes and trips from approved developments. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

- Scenario 5: *Cumulative Conditions*. Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects.

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Hollister, San Benito County, and field observations. These sources provided information on existing traffic volumes, land configurations and traffic control, signal timing and phasing, and approved/pending developments.

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions based on an alphabetic scale. The scale ranges from LOS A, or free flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The level of service standard for intersections under the jurisdictions of the City of Hollister and Caltrans is LOS C. The level of service standard for intersections under the jurisdiction of San Benito County is LOS D.

- a) *Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*
- b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards established by the county congestion management agency for designated roads or highways?*

Project Traffic

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site was estimated for the weekday AM and PM peak hours. As part of the project trip distribution step, an estimate was made of the directions to and from which the project trips would travel. In the project trip assignment step, the project trips were assigned to specific streets and intersections in the study area.

Existing Plus Project Conditions

The results of the intersection level of service and signal warrant analyses under existing plus project conditions are summarized in **Table 16-1**. The results of the intersection level of service analysis indicate that the unsignalized study intersection of SR 156 and Buena Vista Road, which was found to operate at unacceptable levels under existing conditions, would continue to operate at an unacceptable level of service during the PM peak hour under existing plus project conditions. In addition, the traffic volumes at the intersection under existing and existing plus project conditions are large enough to satisfy the peak-hour volume traffic signal warrant. The addition of project traffic at the SR 156 and Buena Vista Road intersection would cause the delay at the intersection to increase. Therefore, the project will result in a significant impact at

the SR 156 and Buena Vista Road intersection based on applicable significance criteria. The impact and proposed improvements to mitigate the impact are described below.

The remaining study intersections would continue to operate at an acceptable LOS C or better conditions during both the AM and PM peak hours under existing plus project conditions. All other unsignalized study intersections are projected to have traffic conditions that fall below the thresholds that warrant signalization.

**TABLE 16-1
EXISTING PLUS PROJECT INTERSECTION LOS AND SIGNAL WARRANT SUMMARY**

Intersection	LOS Standard	Peak Hour	Existing			Existing Plus Project			
			Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Change in Delay ²
SR 156 and Buena Vista Road	C	AM	Yes	15.0	C	Yes	15.2	C	0.2
		PM	Yes	40.5	E	Yes	43.6	E	3.1
Miller Road and Buena Vista Road	C	AM	No	10.4	B	No	10.5	B	0.1
		PM	No	11.0	B	No	11.2	B	0.2
Westside Blvd and Buena Vista Road	C	AM	No	11.1	B	No	11.3	B	0.2
		PM	No	10.0	B	No	10.1	B	0.1
Line Street and Buena Vista Road	C	AM	No	9.4	A	No	9.5	A	0.1
		PM	No	9.0	A	No	9.0	A	0.0
Locust Avenue and Buena Vista Road	C	AM	No	7.1	A	No	7.2	A	0.1
		PM	No	7.0	A	No	7.1	A	0.1
San Benito Street and North Street/ Santa Ana Road	C	AM	—	18.0	B	—	17.9	B	-0.1
		PM	—	15.5	B	—	15.2	B	-0.3
Locust Avenue/ College Street and Second Street	C	AM	No	7.3	A	No	7.4	A	0.1
		PM	No	7.2	A	No	7.2	A	0.0
Felice Drive and Central Avenue	C	AM	No	7.4	A	No	7.4	A	0.0
		PM	No	7.5	A	No	7.6	A	0.1
Westside Blvd and Central Avenue	C	AM	No	12.1	B	No	12.3	B	0.2
		PM	No	12.0	B	No	12.4	B	0.4
Line Street and Central Avenue	C	AM	No	9.4	A	No	9.5	A	0.1
		PM	No	9.9	A	No	10.0	B	0.1
College Street and Central Avenue	C	AM	No	9.5	A	No	9.7	A	0.2
		PM	No	9.9	A	No	10.0	B	0.1
Locust Avenue and Central Avenue	C	AM	No	11.1	B	No	11.3	B	0.2
		PM	No	10.4	B	No	10.6	B	0.2

Intersection	LOS Standard	Peak Hour	Existing			Existing Plus Project			
			Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Change in Delay ²
San Benito Street and Third Street	C	AM	—	15.0	B	—	15.5	B	0.5
		PM	—	18.2	B	—	18.6	B	0.4
Westside Blvd and San Juan Road/ Fourth Street	C	AM	—	17.9	B	—	18.0	B	0.1
		PM	—	13.9	B	—	14.1	B	0.2
Miller Road and Central Avenue	C	AM	No	7.8	A	No	8.0	A	0.2
		PM	No	8.0	A	No	8.2	A	0.2

Source: Appendix H, Table 5

Notes:

1. The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represents the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
2. The change in delay measured relative to existing conditions.
3. Signal warrant analysis is not applicable to signalized intersections

Background Plus Project Intersection Analyses

The results of the intersection level of service and signal warrant analyses under background plus project conditions are summarized in **Table 16-2**. The results of the intersection level of service analysis indicate that the unsignalized study intersection of SR 156 and Buena Vista Road, which was found to operate at unacceptable levels under background conditions, would continue to operate at an unacceptable level of service during the PM peak hour under background plus project conditions. In addition, the traffic volumes at the intersection under background and background plus project conditions are large enough to satisfy the peak-hour volume traffic signal warrant. The addition of project traffic at the SR 156 and Buena Vista Road intersection would cause the delay at the intersection to increase. Therefore, the project will result in a significant impact at the SR 156 and Buena Vista Road intersection based on applicable significance criteria. The impact and proposed improvements to mitigate the impact are described below.

The remaining study intersections would continue to operate at an acceptable LOS C or better conditions during both the AM and PM peak hours under background plus project conditions. All other unsignalized study intersections are projected to have traffic conditions that fall below the thresholds warranting signalization.

**TABLE 16-2
BACKGROUND PLUS PROJECT INTERSECTION LOS AND SIGNAL WARRANT SUMMARY**

Intersection	LOS Standard	Peak Hour	Background			Background Plus Project			
			Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Change in Delay ²
SR 156 and Buena Vista Road	C	AM	Yes	15.7	C	Yes	15.9	C	0.2
		PM	Yes	48.3	E	Yes	53.0	F	4.7
Miller Road and Buena Vista Road	C	AM	No	10.7	B	No	10.8	B	0.1
		PM	No	11.5	B	No	11.7	B	0.2
Westside Blvd. and Buena Vista Road	C	AM	No	11.6	B	No	11.7	B	0.1
		PM	No	10.2	B	No	10.4	B	0.2
Line Street and Buena Vista Road	C	AM	No	9.4	A	No	9.5	A	0.1
		PM	No	9.0	A	No	9.0	A	0.0
Locust Avenue and Buena Vista Road	C	AM	No	7.1	A	No	7.2	A	0.1
		PM	No	7.0	A	No	7.1	A	0.1
San Benito Street and North Street/ Santa Ana Road	C	AM	—	18.2	B	—	18.2	B	0.0
		PM	—	15.6	B	—	15.5	B	-0.1
Locust Avenue/ College Street and Second Street	C	AM	No	7.3	A	No	7.4	A	0.1
		PM	No	7.2	A	No	7.2	A	0.0
Felice Drive and Central Avenue	C	AM	No	7.4	A	No	7.4	A	0.0
		PM	No	7.5	A	No	7.6	A	0.1
Westside Blvd and Central Avenue	C	AM	No	12.5	B	No	12.7	B	0.2
		PM	No	12.7	B	No	13.2	B	0.5
Line Street and Central Avenue	C	AM	No	9.4	A	No	9.5	A	0.1
		PM	No	9.9	A	No	10.0	B	0.1

INITIAL STUDY

Intersection	LOS Standard	Peak Hour	Background			Background Plus Project			
			Warrant Met?	Delay ¹	LOS	Warrant Met?	Delay ¹	LOS	Change in Delay ²
College Street and Central Avenue	C	AM	No	9.5	A	No	9.7	A	0.2
		PM	No	9.9	A	No	10.0	B	0.1
Locust Avenue and Central Avenue	C	AM	No	11.1	B	No	11.3	B	0.2
		PM	No	10.4	B	No	10.6	B	0.2
San Benito Street and Third Street	C	AM	—	14.6	B	—	15.2	B	0.6
		PM	—	17.8	B	—	18.3	B	0.5
Westside Blvd and San Juan Road/ Fourth Street	C	AM	—	17.8	B	—	17.9	B	0.1
		PM	—	15.1	B	—	15.3	B	0.2
Miller Road and Central Avenue	C	AM	No	7.8	A	No	8.0	A	0.2
		PM	No	8.0	A	No	8.2	A	0.2

Source: Appendix H, Table 8

Notes:

1. The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represents the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

2. Change in delay measured relative to existing conditions.

3. Signal warrant analysis is not applicable to signalized intersections.

Bold indicates unacceptable LOS/signal warrant met

Cumulative Conditions

Cumulative conditions represent a summary of the traffic conditions that would occur with the full development of currently proposed projects in the city. The transportation impact analysis identified 14 residential development projects and one commercial project currently proposed in Hollister. While these projects are proposed or pending, actual development of these projects may or may not occur. If all projects were to develop as they are presently proposed, as identified in Table 9 of the traffic study, 802 single-family homes, 331 multi-family units (includes apartments, condos and row houses), and over 19,000 square feet of commercial space would be built.

The results of the intersection level of service and signal warrant analyses under cumulative conditions are summarized in **Table 16-3**. The results indicate that the unsignalized study intersection of SR 156 and Buena Vista Road, which was found to operate at unacceptable levels under background conditions, would continue to operate at an unacceptable level of service during the PM peak hour under cumulative conditions. In addition, the traffic volumes at the intersection under background and cumulative conditions are large enough to satisfy the peak-hour volume traffic signal warrant.

The remaining study intersections would continue to operate at an acceptable LOS C or better conditions during both the AM and PM peak hours under cumulative conditions. All other unsignalized study intersections are projected to have traffic conditions that fall below the thresholds that warrant signalization.

**TABLE 16-3
CUMULATIVE INTERSECTION LOS AND SIGNAL WARRANT SUMMARY**

Intersection	Existing Intersection Control	LOS Standard	Peak Hour	Warrant Met?	Delay ¹	LOS
SR 156 and Buena Vista Road	Two-Way Stop	C	AM	Yes	18.2	C
			PM	Yes	195.4	F
Miller Road and Buena Vista Road	Two-Way Stop	C	AM	No	12.6	B
			PM	No	15.0	B
Westside Blvd and Buena Vista Road	Two-Way Stop	C	AM	No	18.6	C
			PM	No	15.0	C
Line Street and Buena Vista Road	One-Way Stop	C	AM	No	13.3	B
			PM	No	11.8	B
Locust Avenue and Buena Vista Road	All-Way Stop	C	AM	No	9.1	A
			PM	No	9.3	A
San Benito Street and North Street/Santa Ana Road	Signal	C	AM	—	21.2	C
			PM	—	19.8	B
Locust Avenue/College Street and Second Street	All-Way Stop	C	AM	No	7.2	A
			PM	No	7.1	A

Intersection	Existing Intersection Control	LOS Standard	Peak Hour	Warrant Met?	Delay ¹	LOS
Felice Drive and Central Avenue	All-Way Stop	C	AM	No	7.5	A
			PM	No	7.7	A
Westside Blvd and Central Avenue	Two-Way Stop	C	AM	No	13.3	B
			PM	No	14.8	B
Line Street and Central Avenue	Two-Way Stop	C	AM	No	9.6	A
			PM	No	10.3	B
College Street and Central Avenue	Two-Way Stop	C	AM	No	9.8	A
			PM	No	10.2	B
Locust Avenue and Central Avenue	Two-Way Stop	C	AM	No	10.5	B
			PM	No	10.2	B
San Benito Street and Third Street	Signal	C	AM	—	14.7	B
			PM	—	17.6	B
Westside Blvd and San Juan Road/ Fourth Street	Signal	C	AM	—	19.8	B
			PM	—	17.9	B
Miller Road and Central Avenue	All-Way Stop	C	AM	No	8.0	A
			PM	No	8.2	A

Source: Appendix H, Table 10

Notes:

1. The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represents the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

2. Signal warrant analysis is not applicable to signalized intersections.

Bold indicates unacceptable LOS/signal warrant met.

Project Traffic Conclusions

To address long-range impacts, San Benito County has established a regional Transportation Impact Mitigation Fee (TIMF). This program enables local agencies such as the City of Hollister to levy a traffic impact fee on all projects. The program ensures that all long-range traffic impacts, including those for which this project’s traffic is considered significant, are addressed.

The impacts of the project on key study intersections were identified based on City of Hollister, San Benito County, and Caltrans level of service standards. Based on the transportation impact analysis, the project would result in a significant impact at one of the study intersections under existing plus project conditions, background plus project conditions, and cumulative conditions. The project would result in a **significant impact** at the SR 156 and Buena Vista Road intersection under these analysis scenarios based on applicable significance criteria. As a result of these findings, the following mitigation measure would be required.

Mitigation Measure

MM 16-1 Prior to issuance of building permits, the project applicant shall pay the applicable Transportation Impact Fee (TIMF). Payment of fees is considered fair share mitigation toward the improvement costs at the intersection of State Route 156 and Buena Vista Road, a facility under Caltrans jurisdiction.

With implementation of mitigation measure **MM 16-1**, this impact would be **less than significant**. However, payment of a fee alone would not guarantee the timely construction of the identified improvements to immediately mitigate the project impact by the time the project is fully occupied. As improvements to the State Highway are outside of local control, the payment of fees toward future improvements is the only feasible mitigation available for this impact. As such, the payment of such fees as calculated by the City of Hollister will mitigate the impact to a **less than significant** level.

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?

According to the Hollister Municipal Airport Comprehensive Land Use Plan (San Benito County Airport Land Use Commission 2012), the project site is not located within an airport safety zone or airport influence zone, consistent with Hollister General Plan Policy HS1.11. The project's potential residents would not result in an increase in airport traffic levels or require a change in location of the airport. The proposed project would have **no impact** in this regard.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Site Access

A review of the project site plan was performed to determine whether adequate site access would be provided. The site plan proposes one full-access entrance on Buena Vista Road and one full-access entrance on Central Avenue. A new on-site roadway would be constructed and would extend between Buena Vista Road and Central Avenue, providing access to all residential units within the project site from both roadways. The connection to Buena Vista Road would be provided via a new T-intersection. The access point along Central Avenue would be provided via a new north leg of the Western Court and Central Avenue intersection.

Project condition traffic volumes were analyzed at each of the project access points along Buena Vista Road and Central Avenue. The estimated distribution of project traffic to each of the site access points is based on the proximity of the residential units to each of the access points and assumes that each of the access points would serve 50 percent of all project traffic. Based on the projected traffic volumes, the project's access points would adequately serve projected traffic demands and the intersections would operate satisfactorily without traffic signals.

Further, the design of the access roadway and intersections with Buena Vista Road and Central Avenue would adhere to City of Hollister design guidelines and standards and as such this would be a **less than significant** impact.

Site Circulation

The site layout allows for continuous traffic circulation. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large vehicles such as garbage trucks and fire trucks. Further, the project would adhere to City/County roadway design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate, making every proposed residential unit within the project development accessible and this impact would be **less than significant**.

Neighborhood Street Operations

Residential areas are especially sensitive to traffic increases because traffic can impact the livability of the street. To that end, the addition of project trips to surrounding residential streets may affect the neighborhood. Therefore, an evaluation of indirect traffic related issues on three surrounding roadway segments was completed. The effects of project traffic on each of the surrounding study roadway segments were evaluated based on the collected traffic volume and speed data and projections of the additional project-generated traffic. The study roadway segments include:

- 1) Central Avenue, Graf Road to Miller Road
- 2) Central Avenue, Miller Road to Felice Drive
- 3) Central Avenue, Felice Drive to Westside Boulevard

Twenty-four-hour tube counts conducted in August 2014 revealed that all study roadway segments currently carry no more than 1,739 daily vehicles (both directions combined). Based on City of Hollister traffic volume thresholds for residential streets, the daily traffic volumes along the study roadway segments are well within the acceptable roadway capacity ranges. Speed surveys also were conducted along the study roadway segments. All roadway segments currently have a posted speed limit of 25 mph. The speed surveys revealed the 85th percentile speeds along all three of the study roadway segments exceed the posted speed limit by approximately 5 mph.

The proposed project would add about 159 daily trips (a 22 percent increase when compared to existing daily traffic volumes) to each of the studied roadways. However, even with the addition of project traffic, traffic volumes along each of the study roadway segments would continue to be well within the acceptable daily traffic thresholds identified in the City of Hollister General Plan.

The project includes an entrance on Buena Vista Road, which is adjacent to the parking lot entrance for Calaveras Elementary School. Project frontage improvements along Buena Vista Road would be completed as part of the proposed project. The frontage improvements will include widening the road to match the cross-sections on Buena Vista Road to the east and west of the project site. In addition, access to the project site would be provided via a new unsignalized T-intersection along Buena Vista Road that will include a shared through/left- turn lane on the east approach, a shared through/right- turn lane on the west approach, and one shared left-right-turn lane on the south approach. Per the traffic impact study it is expected that delays at the intersection of Miller Road and Buena Vista Road would increase by a maximum of 0.2. This would be a negligible increase and would not deteriorate LOS on Buena Vista Road at neighborhood intersections. Although traffic impacts and stacking issues during school pick up and drop off hours would be negligible the planned improvements would further lessen project impacts.

As such the project would have a **less than significant** impact on neighborhood street operations.

Safe Routes to School and Pedestrian Connections

Calaveras Elementary School is located next to the project site, on the eastern boundary. The project would add a negligible amount of traffic to the existing school zone. Therefore, appropriate improvements should be implemented to ensure the safety of schoolchildren in the area and traffic circulation during school drop-off/pick-up periods.

The City of Hollister City Council, at a regular meeting held on April 21, 2014, adopted the Safe Routes to R.O. Hardin and Calaveras Elementary Schools Implementation Plan. The Safe Routes to School program is described in the report entitled Calaveras Elementary and R.O. Hardin Elementary Safe Routes to School Needs Assessment and Preliminary Recommendations (Alta Planning and Design 2014). The Safe Routes to School program is designed to create safe and convenient opportunities to access schools, other than by automobile, such as walking, biking, carpooling, and taking public transportation. The report identifies five key components to the success of the program:

- 1) Engineering – provide an adequate pedestrian network, which includes bicycle facilities, bicycle parking, sidewalks, signage, and maintenance
- 2) Education – provide programs to improve safety and awareness
- 3) Encouragement – provide suggested routes to school maps and create events that reward current walkers/bicyclists and motivate more people to try walking/biking, such as walk/bike to school days
- 4) Enforcement – create programs that reinforce safe walking/biking
- 5) Evaluation – monitor the program

The adopted Safe Routes to School program to the two elementary schools includes a list of recommended engineering improvements specific to each school area.

The project would add people walking to the existing school. No sidewalks are located along undeveloped areas on Buena Vista Road, Central Avenue, and Fourth Street. The north side of Buena Vista Road does not have sidewalks. Both Central Avenue and Buena Vista Road have segments with no sidewalks, including the project frontages on both roads, between Westside Boulevard and the project site. The 2009 San Benito County Bikeway and Pedestrian Master Plan (Alta Planning and Design 2009) also includes a list of priority sidewalk gap improvement projects in Hollister, which include various segments on Buena Vista Road, both east and west of the project site. These improvements are not funded but can be capital projects or installed with roadway improvement projects or development/redevelopment of the adjacent properties.

The existing transportation network in the study area currently includes many areas with undeveloped roadway frontages, which result in missing sidewalk segments and a lack of pedestrian connectivity. The sidewalk gaps in the area create a discontinuous pedestrian network that does not support pedestrian travel between the project site and other pedestrian destinations, such as schools and transit stops.

The current project site plan shows that new sidewalks would be installed along the project frontages on Central Avenue and Buena Vista Road. However, even with the proposed project sidewalks along the project's frontages, sidewalks would continue to be missing along some segments of Buena Vista Road and Central Avenue. Pedestrians would be forced to walk along the edge of the roadway on segments with missing sidewalks.

City of Hollister General Plan Goal C2 is to "provide a variety of pedestrian and bicycle facilities to promote safe and efficient non-motorized vehicle circulation in Downtown and throughout Hollister." General Plan policies further emphasize pedestrian connectivity by working with local businesses, private developers, and public agencies to ensure provision of safe pedestrian pathways to major public facilities, schools, and employment centers.

Therefore, it is recommended that pedestrian connections be provided from the residential units to the existing school. Pedestrian connections include sidewalks along both sides of the street and crosswalks, in particular at intersections en route to the school. Safety measures are necessary to reduce the potential for conflicts between schoolchildren and traffic along Santa Ana Road. This would be a **significant impact**. The following mitigation measure would be required.

Mitigation Measure

MM 16-2 Prior to approval of final improvement plans, the project applicant shall ensure that the following features are identified and incorporated:

- a. The project applicant shall build sidewalks along both sides of all new streets within the project site. Additionally, a sidewalk on the south side of Buena Vista Road and on the north side of Central Avenue (both project site frontages) shall be built to connect to adjacent pedestrian facilities along these streets. This would provide a continuous sidewalk connection from every proposed residential unit within the project site to existing and planned pedestrian facilities in the study area, such as the nearby Calaveras Elementary School and park and the existing bus stops along Central Avenue.
- b. The project applicant shall work with the City of Hollister to contribute to the implementation of any other improvements identified in the adopted Safe to School Routes document as appropriate. Such improvements may include:
 - i. Installing missing sidewalks along the south side of Buena Vista Road, west of the school.
 - ii. Stripe bike lanes along Buena Vista Road.
 - iii. Construct curb extensions (bulb outs), stripe high visibility yellow crosswalks, and stripe advance stop lines at the Miller Road/Buena Vista Road, Westside Boulevard/Buena Vista Road intersections, and along the project frontages.
 - iv. Stripe high visibility yellow crosswalks and stripe advance stop lines at the Central Avenue and Felice Drive intersection. Striping shall be completed with thermoplastic paint material.
- c. The project applicant shall adhere to City roadway design standards and guidelines when designing roadway widths and turn radii.

- d. The project applicant shall design project frontage improvements on Buena Vista Road and Central Avenue to City of Hollister and San Benito County roadway design standards. Project frontage improvements shall be designed to accommodate the future installation of a bike lane along Buena Vista Road and Central Avenue.

Implementation of mitigation measure **MM 16-2** would reduce the impact to **less than significant** by incorporating safety features into the project.

e) Result in inadequate emergency access?

As discussed above, a review of the project site plan was performed as part of the traffic analysis to determine whether adequate site access would be provided. The site layout allows for continuous traffic circulation. Corner radii and street widths within the site appear to be sufficient to allow for the circulation of large vehicles such as garbage trucks and fire trucks. With the proposed internal roadway layout and adherence to City/County roadway design standards and guidelines, emergency vehicle access and circulation within the project site should be adequate, making every proposed residential unit within the development accessible.

With the proposed internal roadway layout and adherence to City roadway design standards and guidelines (see mitigation measure **MM 16-2**), emergency vehicle access and circulation within the project site would be adequate. Future development on the project site would be subject to the California Building Code and review and approval by the Hollister Fire Department, which would ensure the proposed project is adequately designed to minimize risks associated with fire consistent with General Plan Policies CSF 4.12 and HS 2.4. Therefore, the proposed project would have a **less than significant impact** regarding emergency access.

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?

Bicycle and Pedestrian Circulation

The project would create additional demand for bicycle and pedestrian facilities in the study area. Currently the project site is not served directly by any bicycle facilities. However, Class II bike lanes are provided on Westside Boulevard between Buena Vista Road and Nash Road, with the exception of two short segments. The 2009 San Benito County Bikeway and Pedestrian Master Plan indicates that Class II bike lanes are planned on the following roadways:

- Buena Vista Road, within Hollister city limits
- Central Avenue, between Bridge Road and Locust Avenue
- Third Street, between Locust Avenue and Sally Street
- San Juan Road, between SR 156 and Westside Boulevard
- Line Street, between Nash Road and Buena Vista Road
- San Felipe Road, north of Santa Ana Road

In addition, the following bicycle facilities are proposed in the project vicinity:

- Class III bike route along Buena Vista Road, between SR 156 and Hollister city limits
- Class III bike route along Fourth Street, between Westside Boulevard and SR 25
- Class III bike route along South Street, between Westside Boulevard and SR 25
- Class III bike route along Monterey Street, between Nash Road and Fourth Street
- Class I multi-use path along the San Benito River

The City of Hollister General Plan indicates that most bicycling in the city is done on roadway shoulders. The improvements on Santa Ana Road will be designed to be consistent with County and City roadway design standards (mitigation measure **MM 16-2**). Additionally, the frontage improvements on Buena Vista Road and Central Avenue will be designed to be consistent with San Benito County and City of Hollister roadway design standards and guidelines. Project frontage improvements would be designed to accommodate the future installation of a bike lane along Buena Vista Road and Central Avenue. The lack of this improvement would be a **significant impact**.

Mitigation Measure

MM 16-3 Prior to the approval of final improvement plans, the project applicant shall contribute to the completion of planned bicycle facilities along Buena Vista Road and Central Avenue, if a funding mechanism has been established for these improvements. The contribution shall be determined by the City of Hollister/San Benito County and shall be based on the project's contribution to the total projected growth in the study area.

Implementation of mitigation measure **MM 16-3**, together with mitigation measure **MM 16-2**, would reduce impacts on bicycle and pedestrian circulation to a **less than significant** level by planning and designing for future facilities. If a funding mechanism has not been established for these improvements, the City would need to require an equivalent mitigation measure to reduce these impacts to less than significant.

Transit Service

Currently, three County Express bus lines (Blue Line, Green Line, and Red Line) operate in the project vicinity. The nearest bus stops for the Blue and Green lines are located along Central Avenue near its intersections with Miller Road and Felice Drive.

Although no reduction to the project trip generation estimates was applied due to transit services, it can be assumed that some of the new project development residents would use public transportation. Applying an estimated 3 percent transit mode share equals approximately two new transit riders during the AM peak hour and three new transit riders during the PM peak hour. Assuming the existing transit service would remain unchanged, the estimated number of new transit riders using the bus services near the project site would be to two riders per bus line during the AM and PM peak hours. Therefore, the additional transit demand generated by the project would not be sufficient to justify adding additional transit services in the study area.

However, the existing transportation network in the study area currently includes many areas with undeveloped roadway frontages, which result in missing sidewalk segments and a lack of pedestrian connectivity between residential neighborhoods and transit stops. It is recommended that project frontage improvements be designed with the potential future extension of transit services onto Buena Vista Road in mind. Those improvements on Buena Vista Road would be designed to City of Hollister and San Benito County roadway design standards to accommodate transit vehicles, as necessary in the future. Overall, the project's impact on transit service would be **less than significant**.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? Sources: 28, 29	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? Sources: 16, 31	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Source: 2	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

The City of Hollister would provide water, wastewater, and storm drainage service to the project. The City's wastewater treatment facilities include the Industrial Wastewater Treatment Plant and the Domestic Water Reclamation Facility. The Industrial Wastewater Treatment Plant primarily treats waste from the tomato cannery located in the city. It also collects a portion of the city's stormwater runoff. The Domestic Water Reclamation Facility treats domestic, commercial, and industrial wastewater in Hollister and produces Title 22 reclaimed water for park irrigation, airport greenery, and groundwater recharge.

The Hollister urban area currently relies on imported water from the Central Valley Project and groundwater. The City's Community Services Utilities Division would be responsible for providing the project's potable water. This division is responsible for producing and distributing potable water for the half of Hollister that is generally located west of Memorial Drive. The remaining portion of the city is serviced by the Sunnyslope County Water District. During 2012, the City of Hollister obtained 64 percent (2,120.0 acre-feet) of its potable drinking water from its six active

deep groundwater wells located throughout the city and Cienega Valley, 20 percent (656.2 acre-feet) from San Felipe surface water, treated at the Lessalt Water Treatment Plant, and 16 percent (550.3 acre-feet) of groundwater from Sunnyslope County Water District wells through a series of distribution system interties (Todd Engineers 2012). According to the City's 2012 Annual Water Quality Report, the average water use per single-family residence is 305 gallons per day (gpd). In 2012, the City's water customers required 2,988 acre-feet of water, while the water sources produced 3,326.5 acre-feet (Todd Engineers 2012).⁷

Storm drainage facilities would be provided by the City of Hollister. The City's storm drainage system comprises multiple networks of inlets, pipes, and basins that flow to the San Benito River, to Santa Ana Creek, or to terminal (retention) basins. The storm drainage system includes over 59 miles of piping flowing into one of the 20 river outfalls or to one of the five terminal basins. The City's system does not include any stormwater pumping stations (Todd Engineers 2011).

Recology San Benito County provides garbage collection service in Hollister. The collection program includes curbside recycling, garbage, yard waste, used motor oil, and used oil filters. The San Benito County Integrated Waste Management Regional Agency holds a household hazardous waste collection event every month in the city. The agency tracks solid waste disposal in the county. The John Smith Road Landfill is the main solid waste landfill used in San Benito County. According to the California Department of Resources Recycling and Recovery (CalRecycle) (2013), approximately 51,851 tons of solid waste was disposed of at this landfill by county residents in 2012.

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*
- 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?*

The Lessalt Water Treatment Plant expansion and the new surface water treatment plant (West Hills) combined will treat up to 9 million gallons per day (mgd) (10,081 acre-feet per year), allowing the full contract amount of Central Valley Project imported water (8,250 acre-feet per year) to be delivered to Hollister and Sunnyslope customers. According to the Urban Water Management Plan, both projects will be in operation by 2015. Existing wells used by the City are estimated to have a water supply through 2030 of 2,056 acre-feet per year (Todd Engineers 2011).

The project would increase water demand by 27,755 gpd or 31 acre-feet per year.⁸ According to the 2012 Annual Water Quality Report, the City had a water excess of 388.5 acre-feet. The additional project demand of 31 acre-feet would not increase the water demand beyond the capacities of existing water sources and treatment facilities and therefore would not require the expansion of water facilities. As such, the project would have a **less than significant impact** on water facilities.

⁷ Total water production by acre-foot was determined by using 1 billion gallons total, as shown of page 7 of the 2012 Annual Water Quality Report, and dividing this by the number of gallons per acre-foot (325,828).

⁸ Calculation of gpd: 305 gpd x 91 units = 27,755 gpd; calculation of acre-feet: 27,755 gpd x 365 days/325,828 gallons per acre-foot = 31.1 acre-feet per year

The project's wastewater would be treated by the City's Domestic Water Reclamation Facility. This facility is permitted to treat 4.0 mgd of domestic wastewater. Treated wastewater is discharged to the facility percolation ponds or delivered to Brigantino Park and Hollister Municipal Airport for irrigation purposes. According to the 2011 Annual Report, the facility processed an average of 2.15 mgd of wastewater in 2011 (Veolia 2012). The Hollister Urban Area Water and Wastewater Master Plan identifies the projected wastewater average dry weather flow through buildout of the city. According to this projection, the facility will not reach its 4.0 mgd capacity until approximately 2021 (Hollister 2008). In 2011, the average wastewater flow per dwelling unit to the facility was 205 gallons per day per unit.⁹

The project would connect to an existing sewer stub adjacent to the project site and therefore would not require the extension of City sewer pipelines. All sewer pipelines on the project site would be installed in the project roadways during construction and are the responsibility of the project applicant. Using the average of 205 gpd per unit, the project would produce 18,655 gpd of wastewater.¹⁰ The facility has a current excess of permitted capacity of 1.85 mgd. The addition of 0.02 mgd from the project would not cause an exceedance of permitted capacity at the Domestic Water Reclamation Facility. Therefore, the project would have a **less than significant impact** on wastewater facilities.

In addition, the proposed project would require LAFCO approval for annexation by the City of Hollister. LAFCO requires that the capacity of public facilities and the adequacy of public services serving the proposed annexation area be analyzed in a Municipal Service Plan, included as part of the annexation submittal. Implementation of the Municipal Service Plan would reduce impacts on water and wastewater facilities to **less than significant**.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project's storm drainage system would be designed to comply with Section E.12.e(ii)(d) of the NPDES General Permit for Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems (Order No. 2013-0001-DWQ). This requires the site design to achieve a 85 percent capture rate. The project's stormwater would likely flow into the City's existing storm drainage system at storm drain infrastructure. The stormwater from this system flows into the San Benito River. Because the project would connect to an existing storm drain, would construct a storm drain system to serve the project, and would include infiltration facilities for water quality, sized according to City standards, the project would not require new or the expansion of existing storm drainage facilities. In addition, the proposed project would require LAFCO approval for annexation by the City of Hollister. LAFCO requires that the capacity of public facilities and the adequacy of public services serving the proposed annexation area be analyzed in a Municipal Service Plan, included as part of the annexation submittal. Implementation of the Municipal Service Plan, along with NPDES permit compliance, would reduce impacts on storm drainage facilities to **less than significant**.

⁹ Based on an average of 2.15 mgd of wastewater divided by 10,419 dwelling units in 2011 in the city (DOF estimates).

¹⁰ Calculation: 205 gpd x 91 units = 18,655

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Hollister purchases Central Valley Project (CVP) water directly from the San Benito County Water District. CVP water brought into San Benito County is stored in San Justo Reservoir, which is used exclusively to store and regulate imported CVP water. The San Benito County Water District has a 40-year contract (extending to 2027) for a maximum of 8,250 acre-feet per year of municipal and industrial (M&I) water and 35,550 acre-feet per year of agricultural water. This contract was renewed in May 2007 (Todd Engineers 2011).

Actual CVP deliveries are modified on an annual basis by the US Bureau of Reclamation (USBR), reflecting hydrologic conditions (e.g., drought), reservoir storage, and the environmental status of the Sacramento-San Joaquin Delta. In water year 2010, allocations were decreased to 45 percent of the contracted amount for agriculture and to 75 percent of historic use for M&I. Reductions in recent years are a combined result of sustained drought and recent federal court decisions on the status of endangered Delta fish species (Todd Engineers 2011). In response to an over-commitment of supplies, droughts, and supply limitations imposed by environmental, regulatory, and legal constraints in the Sacramento-San Joaquin Delta, the USBR has instituted its Shortage Policy in three of the past six years. The Shortage Policy provides that the allocation of Central Valley Project M&I water will be based on a contractor's historical use of CVP M&I water (as adjusted for growth, extraordinary conservation measures, and use of non-CVP water). Under the Shortage Policy, the San Benito County Water District's historical M&I usage is currently set at 4,026 acre-feet per year compared to its Central Valley Project M&I contract amount of 8,250 acre-feet per year (Todd Engineers 2011).

The Gilroy-Hollister groundwater basin is not an adjudicated basin, and groundwater entitlements or rights have not otherwise been defined. The long-term reliability of groundwater supply for the Hollister urban area is not likely to be predicated on water rights but is likely to be defined by the overall state of the groundwater basin. The City of Hollister pumps directly from the groundwater basin to meet its current water demands. The City has six functioning groundwater wells. In 2010, Hollister pumped a total of 2,056 acre-feet, mainly from the Hollister West groundwater subbasin.

To become less dependent on groundwater and improve the water quality of the municipal water supply, the City of Hollister, along with the Sunnyslope County Water District and the San Benito County Water District, has implemented the Hollister Urban Area Water Project (HUAWP). The HUAWP includes three main components: expanded drinking water treatment, improved water supply reliability, and protection of the groundwater basin. The project includes the expansion of the Lessalt Water Treatment Plant, the construction of the West Hills Water Treatment Plant, and pipeline infrastructure. Currently, the SBCWD is not able to use all of its Central Valley Project allocated water (8,250 acre-feet) due to water treatment limitations. Upon completion of the HUAWP, the San Benito County Water District will have the ability to treat and deliver the full CVP contracted water allocation.

Future water demand and supply is identified in **Table 17-1**. As shown, the Hollister urban area has an adequate supply of water to meet its anticipated future demand.

**TABLE 17-1
PAST AND PROJECTED WATER SUPPLY (ACRE-FEET PER YEAR)**

Water Source	2010	2015	2020	2025	2030
Water Demand					
Hollister	2,859	4,185	4,481	5,829	6,838
Sunnyslope County Water District	2,424	3,707	3,579	3,864	3,988
Additional Uses and Losses	573	552	564	678	758
Total Water Demand	5,859	8,444	8,624	10,371	11,583
Water Supply					
SBCWD (CVP) ¹	1,510	8,250	8,250	8,250	8,250
Groundwater ²	4,098	4,004	4,004	4,004	4,004
Recycled Water	203	1,170	1,170	1,170	1,170
Total	5,811	13,424	13,424	13,424	13,424

Source: Todd Engineers 2011, Table 3-12 and Table 4-7

Notes:

1. CVP water is allocated as needed to the City and the Sunnyslope County Water District.
2. Groundwater includes water pumped by both the City of Hollister and the Sunnyslope County Water District.

The project would increase the demand for water by 31 acre-feet per year. According to the 2012 Annual Water Quality Report, the City had a water excess of 388.5 acre-feet. The additional project demand of 31 acre-feet of water would not increase the water demand beyond the capacities of existing water sources. Future water supply is expected to increase due to the HUAWP. The SBCWD has a 40-year contract for 8,250 acre-feet per year of Central Valley Project water through at least 2027. According to the Urban Water Management Plan, there is adequate water to meet the area's future water demand. As such, the project would have a **less than significant impact** on water supply.

e) Result in a determination by the wastewater treatment provider that 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?

The project's wastewater would be treated by the City's Domestic Water Reclamation Facility, which has sufficient capacity as noted in Issue b), above. Therefore, the project would have a **less than significant impact** on wastewater facilities.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

According to CalRecycle (2013), the John Smith Road Landfill has a cease operation date of January 1, 2032. Total capacity of the landfill is 9.3 million cubic yards. The remaining capacity, as of November 30, 2012, was 4.6 million cubic yards. The maximum tonnage per day the landfill is permitted is 1,000 tons. The residents of Hollister disposed of an average 4.6 pounds per day of solid waste in 2011 (CalRecycle 2013). Based on this information, the project would produce approximately 1,495 pounds per day.¹¹

The project's additional solid waste would not increase the tonnage beyond the landfill's permitted amount or result in the closure of the landfill prior to the anticipated 2032 date. As a result, the project would have a **less than significant impact** on solid waste disposal.

¹¹ Calculation: 4.6 pounds per persons per day X 325 persons = 1,495 pounds per day

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. MANDATORY FINDINGS OF SIGNIFICANCE				
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 wild-life population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plants or animals, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DISCUSSION OF IMPACTS

a) 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?

There is a potential for significant impacts on biological resources from future development of the project site. Mitigation measures require preconstruction surveys and avoidance measures. Implementation of mitigation measure **MM 4-1** would ensure that potential impacts on biological resources would be reduced to **less than significant** by requiring that appropriate measures are taken and mitigation measures are in place prior to construction.

The potential for the proposed project to disturb important examples of California history or prehistory would be low. However, mitigation measures **MM 5-1** and **MM 5-2** would ensure that if unknown cultural resources are discovered during construction activities, the proposed project does not adversely affect any cultural resources or human remains. Implementation of these mitigation measures would ensure that the proposed project does not eliminate examples of major periods of California history and prehistory, which would reduce potential impacts to **less than significant**.

b) Have impacts that are individually limited, but cumulatively considerable?

The proposed project would contribute to cumulative impacts on air quality, hazards and hazardous materials, noise, and traffic. The project applicant would be required to pay development impact fees for public services, traffic improvements, and utility and service system improvements and to implement mitigation measures **MM 3-1, MM 3-2, MM 8-1a, MM 8-1b, MM 12-1, MM 16-1, MM 16-2, and MM 16-3** to reduce potential air quality, hazardous materials, noise, and traffic impacts. With the payment of development impact fees and implementation of these mitigation measures, the project's cumulative impacts on air quality, hazards and hazardous materials, public services, traffic, and utilities and service systems would be **less than significant**.

c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project would not result in substantial adverse effects on human beings. Implementation of mitigation measures **MM 3-1, MM 3-2, MM 8-1a, MM 8-1b, MM 12-1, MM 16-1, MM 16-2, and MM 16-3** would reduce potential adverse effects on human beings to less than significant. Therefore, adverse effects on human beings would be **less than significant**.

DOCUMENTS REFERENCED IN INITIAL STUDY AND/OR INCORPORATED BY REFERENCE

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